

# THE Hongkong Weekly Press

## AND China Overland Trade Report.

VOL. LV.]

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### BIRTHS.

On the 19th February, at Kajang, Straits Settlements, the wife of L. U. STAFFORD, of twin daughters.

On the 26th February, at Logan Road, Penang, the wife of W. H. E. PENGELLY, of a daughter.

On the 26th February, at Avondale, 70, Siran-goon Road, Singapore, the wife of J. CLEMENT CUFF, of a son.

### MARRIAGE.

On the 25th February, at the British Consulate and afterwards at the Union Church, Shanghai, by the Rev. Timothy Richard, D.D., assisted by Rev. C. E. Darwent, M.A., AMY, daughter of the Rev. J. T. BRISCOE, Bristol, England, to the Rev. F. J. SHIPWAY, B.M.S. Shantung.

### DEATHS.

On the 23rd February, at the General Hospital, Shanghai, PHILIP HENRY QUAYLE, of I.M. Customs, a native of Ramsey, Isle of Man, aged 28 years.

On the 23rd February, at the General Hospital, Shanghai, PHILIPPE HORACE VAUCHER, aged 23 years.

On the 25th February, at Shanghai, CARL, ALBERT ZETTERHOLM, aged 43 years.

On the 26th February, at Canton, THOMAS AGNEW, of the I.M. Customs, a native of Belfast, Ireland, aged 23 years.

On the 1st March, at the Peak Hospital, Hongkong, MARY ANN WYON, the wife of EDWARD WYON, the Mint, Canton.

On the 1st March, at his residence, Nos. 19 and 21, Mosque Street, PEDRO A. SEQUEIRA, aged 68 years.

On the 5th March, at Canton, TOM STEPHENSON, of the Imperial Maritime Customs, native of Beverly, Yorkshire, England, aged 37 years.

### Hongkong Weekly Press

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

### ARRIVALS OF MAILS.

The German mail of the 4th February arrived, per N. D. L. steamer *Bayern*, on the 6th March (30 days); and the American mail of the 7th February arrived, per O. & O. steamer *China*, on the 9th March (30 days).

### EPITOME OF THE WEEK.

In addition to increasing the capitation tax immediately, the Canadian Royal Commission, recommends the prohibition of further immigration of Chinese labourers into Canada, and suggests that a treaty to this end be negotiated.

A telegram to this paper, dated Shanghai, 3rd March, said:—The steamer *Min* stranded on an island at the northern entrance of Chefoo harbour during a snowstorm at daylight to-day. She struck on a rock and made a large hole forward.

We are also informed that His Majesty the King has been pleased to approve of the appointment to the post of Chief Justice in Hongkong of the Hon. W. Meigh Goodman, K.C., Attorney-General, upon the approaching retirement of Sir John W. Carrington, C.M.G., now on leave.

*L'Echo de Chine* announces the following French diplomatic appointments:—M. Liébert, Consul attached to the French Legation at Peking; M. Claudel, French Consul at Hongkong; M. Guillien, at Foochow; M. Dantremere at Tungchow; M. Pilinski, Consul in charge of the French Consulate-General at Calcutta. Sr Francisco de Reinoso has been appointed First Secretary of the Spanish Legation at Tokio, relieving Sr. Manuel Carcer, appointed to Peking.

A Japanese paper reports that a bill will be brought before the Houses of Parliament, recommending that several Japanese warships be despatched to England to take part in the review on the occasion of the coronation of King Edward. Three first-class cruisers will be picked from the Japanese Navy for this purpose. The expenditure for the project is estimated at 350,000 yen. It is understood that the bill will be carried unanimously, as both Houses are eager to express their friendliness toward Great Britain now that the Anglo-Japanese alliance has been signed.

The Japanese vernacular papers publish a message from Tokyo to the effect that the Hongkong and Shanghai Bank at Yokohama has commenced negotiations on behalf of foreign capitalists for the purchase of Japanese bonds, and are negotiating with the Bank of Japan, the Mitsui, and Mitsu Bishi Banks. The price offered being too low, however, namely 88 yen to 89 yen, the negotiations are now at a standstill. Bonds to the amount of one or two millions may be purchased at the rate of about 90 yen, but the purchase of larger amounts is not possible at present.

We were informed on the 2nd inst. by H.E. the Officer Administering the Colony that the news has been received that H.E. the Governor, Sir Henry A. Blake, G.C.M.G., has been commanded to attend the Coronation ceremonies in London in June. His Excellency's absence from the Colony, therefore, will be prolonged beyond the original three months' leave.

Quite a sensation has been made in Peking over the dismissal of the staff of the Imperial University, writes a Tientsin correspondent to the *N.-C. Daily News*. Even the venerable President has been got rid of, after a life's service of beneficence toward the Chinese. The reason assigned is financial inanition. There is much doubtless, in this plea, but it does not consist very well with reports as to the coming nomination of another man to fill Dr. Martin's post. Rumours have reached me from other sources that the Manchuk back was elevated in consequence of a pressing demand by the staff for all arrears of pay.

Count von Bülow, speaking in the Reichstag, said that German policy was in nowise altered by the Anglo-Japanese agreement, which was not harmful to German interests. Germany was not pursuing territorial aims in China or Corea, and only desired to safeguard her commercial development. Regarding Shantung, Germany only demands the open door, and there is no question of German exclusive rights in that province. Germany does not want any extra sausage in China, but demands the same rations as others. Count von Bülow, referring to the German garrison at Shanghai, said that what was legitimate for others, in order to secure commercial interests, was legitimate also for Germany.

It is reported in Shanghai that Ngankin in Anhwei, and Changte and Changsha in Hunan will be opened to foreign commerce this year. Changte and Changsha are two prefectural cities, the former situated near the Tungting Lake and the latter on the River Siang, one of the tributaries of the Tungting Lake. However, H. E. Nieh, the new Governor of Anhwei, on receipt of the information that Ngankin will be opened as a treaty port, at once telegraphed to Peking stating that as the products of Anhwei are so very scarce, there will be little or no benefit to either China or foreign powers in opening Ngankin. It is further reported that the Government has abandoned the idea of opening the port in question.

The following reply has been made by the Japanese Government to the questions put by three members of the Diet, in regard to the loot question:—1. The Government has not neglected investigations as to whether there were any soldiers concerned in North China, during the disturbances in 1900 and 1901, and one or two persons who have been found guilty of this offence have been punished, while others whose guilt is suspected are now being examined. 2. As the matter now stands, the Government is not yet in a position to give any particulars. 3. Secret information was given to the authorities against certain officers, accusing them of being guilty of looting. As the result of an examination it has been discovered that the information was unfounded. 4. The detention of the informants is due to measures taken by the judicial authorities in their official duty, based on the charge brought against such persons.



## GERMANY IN THE FAR EAST AND ELSEWHERE.

(Daily Press, 3rd March.)

Important though it may be in its results, the recent treaty between England and Japan must be considered as rather indicating a profound shifting of political relations throughout the world than as a distinct cause of the shift. That shift may be said to have had its origin in 1896, when the world woke up to the fact that underneath the Dreibund, ostentatiously put forward as a guarantee of the peace of Europe jeopardised by the ill-assorted flirtation going on between France and Russia, there was really concealed a deep-laid scheme, wherein Prince BISMARCK proved to be the principal actor, for the partitioning between Russia and Germany of the dominions of the House of HAPSBURG. Since that period the world may be said to have entered on a period of mutual distrust, which recent events, marked as they have been by the unblushing repudiation of the most solemn engagements, have tended to increase rather than alleviate. The critical position in which the supposed divergent interests of the two main nationalities making up the compound state known as the Austro-Hungarian Empire have involved Central Europe, has of course much to say to the present unsettled position of affairs generally; but were it not for the illegitimate longings of a large section of the German states for further absorption of their neighbours' territory, these internal divisions of the Empire of the HAPSBURGS might be left to adjust themselves in safety. Unfortunately in the present Chancellor of the German Empire, Count von BULOW, all the worst parts of the very composite character of his famous predecessor are emphasized, while there is a corresponding absence of that strong commonsense which kept the other, and more objectionable, portions under control. Notwithstanding the knowledge that the Great Chancellor was, under the guise of a close alliance, actually planning the dismemberment of his allies, the Dreibund contrived to survive, because those allies felt a perfect confidence that as long as this element of commonsense survived, plain interest would continue to actuate the councils of the German state. Count von BULOW's recent course of policy, financial as well as political, has evinced such a decided lapse from the discretion hitherto exercised by his predecessors that this confidence has been rudely shaken; and the not unnatural result of this we may see in the practical dissolution of the Alliance, and with it the reduction to its constituent atoms of the public opinion of Europe. From the beginning it was to the credit of the statesmen who came to the front in England that they saw the rottenness that underlay the Alliance, and the country at large, though perfectly willing to throw in its lot in case of need with its professed objects, refused to unite itself with the shifty opportunism, to use the lightest word, which under cover of the Alliance the German Chancellor had adopted. The exposures of 1896 showed how wise had been this course, and the monarchies of Austria and Italy were not slow in recognising that the aloofness of England, which at one period they almost believed had been actuated by unfriendly or indifferent councils, had really preserved them from a grave danger. The events of last year have certainly tended to strengthen this belief, and to indicate how little dependence was to be placed on the

most solemn engagements of Germany. At the beginning of the recent troubles in China, Lord SALISBURY, then his own Foreign Minister, and his colleagues in the Government professed much satisfaction at an arrangement he had entered into with Germany to preserve the independence of the entire of the Chinese Empire. Perhaps Lord SALISBURY himself was more sanguine than his associates of the value of this engagement on the part of Germany, and indignantly repelled an insinuation that it was not worth very much. At all events the time came to test its value, and how far the German Empire was to be bound by it. England on the first indication of danger ordered immediately a considerable force from India, and was prepared to send more, but that Germany said there was no necessity, as she was sending a contingent; to show England's perfect confidence in the promises of the German Government she did not hesitate to place her contingent unreservedly under the command of the German Commander-in-Chief. Bye-and-bye it came to Germany's turn to show her loyalty to her partner. The very occasion in view of which the agreement had been made occurred. Russia declared her intention of absorbing Manchuria, and England called on Germany to fulfil her part of the pact. The reply might have done justice to Count LAMSDORFF himself. Germany had never mentioned Manchuria, and Manchuria was not a part of the Eighteen Provinces. The argument really proved too much; the Agreement did not mention either Manchuria or the Eighteen Provinces, so according to this latest interpretation, because it did not name the two halves, the engagement to preserve the whole was null and void; practically this came to be the case, and the ink of the Agreement was scarcely dry before Germany repudiated the entirety. Fortunately the value of Germany's word of honour had been pretty well discounted; England had had a very similar instance in 1854, when Russia sought to absorb Turkey in Europe and left in an equally undignified manner the duty of preserving Europe to her neighbours; and during BISMARCK's time, her allies on the Continent had likewise had a very similar experience; so beyond a somewhat plain expression of opinion as to Germany's conduct when Russia was concerned, she found herself prepared. In fact Germany has rather overreached herself, for the result has been her practical isolation, which has been the effect of finding herself distrusted all round. This is pretty well exemplified in the manner in which the next move of England has been received. Whatever Germany and Russia may be pleased to say outside, there is little doubt that both have been compelled to look upon Japan as a very important factor in Eastern Asiatic politics; and the announcement that England has been the first to recognise this has been received with a feeling of disgust, which with all their pretence of indifference is very palpable. At all events, Austria and Italy feel relieved at being freed from the unpleasantness of being bound fast in a league with a nation which, while professing to be their champion, has been secretly plotting their destruction, and more recently the United States has been giving significant warnings that she intends if necessary to preserve her rights by stronger measures than she formerly thought necessary. In all these things the growing feeling of the world that, in coming to the front as she has done, England deserves the support of the nations, is becoming more and more apparent. This is the true explanation of the very disgraceful and undignified burst of blaguardism

which has recently overspread Germany, as well as of the dignified indifference with which it has been received in England. It is the old recourse of the champion of a weak case to abuse the plaintiff's attorney, and the example has been unconsciously followed by Germany. If Germany had a *prima-facie* case to present to the world, or any real grievance to complain of in the conduct of England, she would have found it possible to exhibit it in plain and truthful language, the fact that she has had to resort to lies and calumny of the grossest kind is the strongest proof that she has been seeking to bolster up a lost cause. This is plainly becoming the feeling of the world at large; Germany in her vain desire to puff herself into a leading position in the world has overacted her part, and has met with her deserved punishment in her present political and commercial fall. Some feeling of the sort is possibly beginning to come to the front in Germany herself, and her Reichstag exhibits unwonted difficulty in granting year by year the extraordinary demands of the Imperial Chancellor: the reduction in the requests of the Government for the maintenance of an exaggerated force in China is only one of the signs of returning sense. Germany is playing a dangerous game; there is an old proverb about the use that the Devil is apt to make of idle hands, and an idle garrison, especially where it is not by any means required, is apt to lead Germany into still further troubles. It would be the wisest thing for her to acknowledge the mistake, and withdraw her troops before they get themselves into other difficulties.

(Daily Press, 7th March.)

The German Chancellor's latest speech, as reported by REUTER, is more calculated to advance the cause of peace than his recent sensational utterance (or, perhaps we should rather say, reticence) on the German outcry against Britain with regard to the South African War. Like every other politician who has referred to the Anglo-Japanese Agreement, Count von BULOW finds that it suits his own country's policy excellently, that country being thoroughly disinterested in its action in China. This unanimity of profession is very gratifying to hear; the fulfilment of the promises will be still more gratifying. Count von BULOW, however, went on to make a definite statement about Germany's position in Shantung, to which we must attach no little importance. He expressly disclaimed exclusive rights for Germany in the province, and using a grotesque metaphor defended his country from the charge of being greedy. "Germany does not want any extra sausage in China, but demands the same rations as others." This is certainly straightforward and explicit, but we should like to know how Germany's mining and railway rights in Shantung are to be reconciled with this non-exclusiveness. Will the unnecessary assurance given by Great Britain not to connect Weihaiwei by rail with the interior of Shantung still be looked on as binding? If so, Germany's share of the Shantung "sausage" cannot be looked on as the same as the others' shares. Count von BULOW's remarks about the German garrison at Shanghai were by no means so satisfactory as the rest of his speech. What was legitimate for others, he said, in order to secure commercial interests, was legitimate for Germany. As Germany was the first country to avow her intention of retaining her troops at Shanghai, this statement is disingenuous. The "securing of commercial interests" by the conversion of Shanghai



into an international garrison town is mere illusion, if it is not conscious pretence. Germany can plead no constraint in defence of the maintenance of her garrison. The other Powers can at least point to Germany's refusal to evacuate as a reason for keeping their own soldiers there. They do not wish Germany to lay claim to a purely artificial predominance in Shanghai, and they are obliged by her conduct to adopt measures which, to some of them at least, are distasteful.

### THE FUTURE OF DALNY.

(Daily Press, 4th March.)

In an article in the new *East of Asia Magazine* dealing with the Russian settlement at Port Arthur, beside the description of Port Arthur itself, there is a very interesting account of the town of Dalny or Talienwan, to which Port Arthur with its strong defences stands in the same relation as Kronstadt to St. Petersburg. The writer, who adopts the pen-name of "Hansa," shows a wide knowledge of the ports and his statements would seem likely to have been carefully considered. He has nothing but admiration for the way in which the Russians have set to work to make a great place of Dalny. The city, he says, "may without exaggeration be called a City of Wonders, for what has been accomplished is therefore certainly amazing. The Russian Government, having perceived the necessity of placing their principal centre of commerce as near as possible to the commercial centres of Eastern Asia, in order to enter into sharper competition, made all their preparations for the building of this city silently, and without announcing their intentions. Then commenced the immediate execution of their finished plans, with inconceivable energy, and, what is more important, an unlimited command of money." 20,000 coolies, the writer goes on to say, are reported to be employed in Dalny, and every inducement is offered to make them stay instead of leaving with their money for their own homes or the dissipations of Shanghai. By this means, a plentiful labour supply is kept on the spot, wages remain at a moderate figure, and the money spent on the construction of the new town remains in the place, thereby assuring a certain income to a great number of merchants. "That commerce and industry expand rapidly in such a place goes without saying," the writer concludes. "After the completion of railway communication with Europe, extremely low fares will assuredly be charged to emigrants, and Dalny may well hold the same position in the Far East as regards emigration as New York holds in America." With regard to commerce, according to "Hansa," the Russian plan is to close up Port Arthur as soon as Dalny can do justice to all the demands of shipping. It remains to be seen, however, he confesses, whether Dalny can offer such facilities and privileges as will avail to draw off trade completely from Port Arthur. That Russia will kill the commercial importance of Newchwang by a skilful railway tariff policy he expresses no doubt. Dalny then, with the Manchurian railway behind it, will rise to the position of the great port of Northern Asia. "Hansa," it will be seen, takes an extremely rosy view of Russia's prospects and he does not disguise his admiration. "The finished plan of Dalny, which aspires to be a city of millions, shows what work the Russians have done, and is also a proof that the Russian plans are not in the air, but are inspired by a far seeing commercial

"policy." Thus he sums up the prospects. If all his readers could be as sanguine as he is of Russia's coming change of commercial policy, "Hansa's" eulogies might be readily echoed. He believes that, if the rapid growth of Dalny proves how an unrestricted trade may help a country, Russia will be compelled to administer her other possessions in the Far East from a more liberal standpoint—"a consummation devoutly to be wished," he says in conclusion. The wish we may all feel, without being too confident of its gratification.

### MARQUIS ITO AND THE NEW ALLIANCE.

(Daily Press, 8th March.)

A picturesque remark is attributed to Marquis Ito with regard to the recently concluded agreement between Great Britain and Japan. The Marquis while on the *Kiautschou*, just before her departure from Shanghai, was approached by the representative of a Japanese newspaper anxious to gather from him some information about the negotiations which preceded the treaty. Naturally the Japanese statesman was not to be drawn. He pointed to the Whampoa river and replied that it would be impossible to judge the main stream of the Yangtze by the tributary; there are several estuaries to the Yangtze, and so it is with the negotiations regarding the alliance. The reporter, we are told, concluded by the attitude of the Marquis that he did not wish to speak definitely about it. However, Marquis Ito was a little more communicative when he reached Nagasaki, for in answer to his questioners there he admitted that he had had a part in the affair from the outset and paid close attention to it. At the same time he was not in a position to enter into detail; it was true that several telegraphic messages were exchanged between him and the Japanese Government about the matter. These guarded remarks sufficiently confirm the general impression that the Anglo-Japanese Agreement was the result of no sudden thought on the part of either nation, but a very well considered scheme which has at length been brought to fruition. It was also popularly held, however, in Japan and the Far East in general that Marquis Ito had a considerable share in the negotiations, and this idea is now too proved correct. Some day, no doubt, we shall hear something of the course which negotiations took, but perhaps the full details may never be made public. The story would be a very interesting one; but of course the object of Blue-books is not to reveal the interesting side of diplomacy, but to give to the enquiring public such details as may instruct them without betraying too much of the diplomatic mechanism.

The *Universal Gazette* states that the German Minister at Peking had been trying to coerce the Minister of Foreign Affairs into granting Germans the sole right of opening certain mines in Shantung province, promising to grant a royalty of seven per cent. on the output to the Chinese Government. That paper further learns that the general commanding the German troops at Tientsin had been heard to declare that only until the above demands of the German Minister had been acceded to by the Chinese Government would the German authorities in the North withdraw their opposition to the return of Tientsin to China. The same paper further states that the Italians have succeeded in persuading the Chinese Government to concede to them the mining privileges of the whole province of Chekiang, but that the regulations governing these concessions have not been drawn up and fixed.

### THE CHAIR AND JINRICKSHA COOLIES QUESTION.

(Daily Press, 1st March.)

A Bill was read before the Legislative Council for the first time on the 27th ult. entitled "An Ordinance to provide for the more effectual control of chair and jinricksha coolies in private employ." It will be remembered that with the report of the Commission on this subject, dated the 6th November last, a draft Bill was submitted under the title of "An Ordinance to provide for the registration of chair and jinricksha coolies in private employ." For this alteration in the character of the Bill we were of course prepared by the decision of the Executive Council shortly before Christmas that the recommendations of the Commission with regard to registration of chair and ricksha-coolies should not be adopted. Writing on the 28th December last, we ventured to hope, in the interests of the community, that the question would be reconsidered and a courageous attempt made to deal with a very real difficulty in residential life in Hongkong. We regret to see that no such reconsideration has been made, and that we are only to get a maimed Bill. It will perhaps best show what is the difference between the Government Bill and the Bill proposed by the Commission if we consider the two together and notice the alterations made. In both alike the first two clauses (which are purely formal) read as follows:—

1. This Ordinance may be cited as the Private Coolie Ordinance, 1902.

2. In this Ordinance, the word "Coolie" means a Chinese employed as the bearer of a private chair or the puller of a private jinricksha.

The Draft Bill had as a second paragraph to the second clause:—"The word 'master' means a non-Chinese employing a coolie." The new Bill therefore applies equally to coolies in Chinese and in European employ.

The third clause of the Government measure answers to the fourteenth of the Draft, the words in italics showing what has been added in the former:—

3. In the absence of any contract to the contrary, the contract of service between a coolie and his employer [formerly "his master"] shall be deemed to be a contract of service for one calendar month at least and, unless then determined, shall be deemed to be a contract of service determinable at one calendar month's notice.

The fourth clause of the Government measure is the thirteenth of the other, the words in brackets having been omitted:—

4. In the absence of any contract to the contrary, every [registered] coolie shall, by his contract of services, be deemed to have contracted to perform such additional services as carrying notes, running errands [acting as tennis coolie] and performing such other light duties inside and outside the house as he may be called upon by his employer [master] to perform.

The fifth and final clause of the Bill which was read for the first time on Thursday is nearly the same as the fifteenth of the Draft, the additions being printed in italics and the omitted words being enclosed in brackets:—

5. Every [person employed as a registered] coolie who shall neglect his duty or absent himself from his duty without the leave of his employer [master] without just cause (the onus of proof of which shall be upon such coolie), or shall leave his employer's service without giving one calendar month's notice to such employer [his master], or shall disobey any lawful and reasonable



order of his employer, or shall use any abusive or insulting language to his employer, or shall behave abusively or insultingly to his employer, or be guilty of riotous or disorderly conduct [shall continue to speak in loud tones after having been once requested by his master to desist], shall, upon summary conviction before a Magistrate, be liable to a penalty not exceeding fifty dollars and, in default of payment, to imprisonment with or without hard labour for a period not exceeding three months.

Clauses 3, 4, 5, 6, 7, 8, 9, 10, 12, 16, 17, 18, and 19 in the Draft Bill, which all referred to the proposed registration of coolies all drop out of the Government Bill, as a matter of course, since the authorities have decided to disregard the Commission's recommendation to introduce a system of registration. It will be seen that apart from this point the advice of the Commission has been taken, except that Chinese employers or masters are brought into the scope of the measure equally with Europeans; presumably because the chief objections of the Chinese employers (though not of all of them) examined before the Commission last year were against the suggestion of registration.

The main omission in the Government Bill, as we have indicated, is the dropping of the proposed registration. But the effect of this, it need hardly be said, is to wreck the Bill as originally proposed. The Commission insisted very strongly on the advisability of giving a trial to such system. Neither Messrs. SERCOMBE SMITH, WILCOX, or BADELEY can be looked upon as dangerous innovators, and the result of their careful deliberations was to recommend a measure which has often been discussed before. This proposal has been absolutely rejected. Whence the pressure against the trial of the suggested remedy for an undoubted evil came, we cannot attempt to say. The fact remains that the recommendations are practically set at naught. In the "objects and reasons" attached to the Bill standing over the name of the Hon. W. MEIGH GOODMAN, it is stated that "the misconduct of many of the coolies of the class mentioned in this Ordinance has formed of late the subject of numerous complaints, and it is trusted that the provision of a penalty for such misconduct may conduce to some improvement in this respect." We do not share the confidence of the promoter of the new Bill. Some small alleviation of the recent troubles may result, but no honest attempt has been made to grapple with the difficulty. The outcome of the Commission's labours is extremely disappointing.

News reached the Colony on the 1st inst. that cholera had broken out at Canton and was raging severely among the Chinese population. Two Europeans have unfortunately succumbed to the dread disease. One of them, we regret to state, was Lieut. Commander E. A. Baird of H.M. gunboat *Britomart*. His death was very sudden. On the 27th ult. he was at Shameen playing tennis, and he dined there at night and after playing a game of billiards left for his ship, apparently in the best of health and spirits. Towards midnight, however, he was seized with a pain in the chest and he succumbed next morning. The flags on the shipping and the prominent buildings were floated at half-mast. The deceased officer was buried on the 1st inst. on French Island. It is believed that he contracted the disease by drinking some water—not, as has been reported previously, milk. The other European who died was Mr. T. Agnew, 23 years of age, an employee of the Customs; he drank some unfiltered water, and died on Thursday. A number of the other Europeans on the Customs are reported to be suffering from the cholera. The Chinese are dying off in great numbers.

## HONGKONG AND THE PLAGUE.

(Daily Press, 5th March.)

In his report for the past year Dr. STANLEY, Health Officer at Shanghai, deals at some length with the subject of plague and refers to the experience of Hongkong. He states that, with all our advantages, we are in no better position as regards recurrence of plague than any of the adjacent Chinese towns. The "advantages" of which Dr. STANLEY speaks are rather illusory. We have here, it is true, a drainage-system which is absent in the adjacent towns, but a great number of critics consider this system eminently ill-suited to a town in which natives form the very large majority of the population, more especially when the water for flushing purposes is brought so dangerously low as it now is. Our sanitary staff has hitherto been inadequate to deal with its supervisory duties, and it is needless to point out that an unsupervised system of sanitation is not likely to be a success in China. We are now at last securing a sanitary staff of reasonable proportions and may look for a vast improvement in its methods. Nevertheless, the sanitary system does not in itself put Hongkong on a better footing all round than its neighbours. There is a constant influx of natives from all parts, medically unexamined, into the island, and in this respect we certainly run more risk of initial infection than other places. The overcrowding of our population, moreover, certainly does not conduce to their welfare. We venture to think, therefore, that Dr. STANLEY is misleading in his remarks about this port. The following passage, however, in his report must be most cordially endorsed. "Plague once admitted is no respecter of race or locality. The moral of this is that the full machinery necessary for dealing with the disease should be maintained in constant readiness, and there should be no hesitation to act with vigour on the occurrence of the first inkling of an outbreak. The Isolation Hospital must be maintained in readiness, means must be at hand for the compulsory removal of the infected to hospital and of effective disposal after death." In Hongkong we have this year, for the first time, initiated elaborate precautionary measures well in advance of the anticipated outbreak. Owing to the unfortunate drought, consequent on the shortsightedness of the water authorities in the past, flushing operations have not been as complete as they might, but in other respects a creditable and very desirable improvement has been made on the measures of previous years. So far we have only had two reported cases of plague since the commencement of the year. The dangerous period is now setting in, but we all trust that the labours of the sanitary staff will not be in vain, and that should there be an outbreak it may be kept well within bounds. A fair trial is this year being given to the attempt to prevent rather than cure the disease which has done the Colony so much harm in the past.

## THE CRISIS: TELEGRAMS.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 3rd March, 7 p.m.

A special meeting of the China Association convened here to-day rejected by a large majority Sir James Mackay's reported proposal to increase the import duty to 15 per cent., against this being set the abolition of the *lekin* taxes.

## HONGKONG SANITARY BOARD.

A special meeting of the Sanitary Board was held at noon on the 3rd inst. for the purpose of considering a recommendation by the Medical Officer of Health relative to closing the premises known as Nos. 13, 15, 17, and 23, Mosque Junction, as unfit for human habitation under the bye-laws for the prevention or mitigation of epidemic, endemic, or contagious disease. Present:—Dr. J. M. Atkinson, Principal Civil Medical Officer (President); Hon. A. W. Brown, Registrar-General (Vice-President); Hon. W. Chatham, Director of Public Works; Dr. Clark, Medical Officer of Health; Lieut.-Col. Hughes, R.A.M.C.; Mr. F. J. Badeley, Acting Captain Superintendent of Police; Mr. E. Osborne, Mr. Lau Chu-pak, and Mr. G. A. Woodcock (Secretary).

The PRESIDENT—I have summoned this meeting to consider a recommendation by the Medical Officer of Health with reference to closing the premises at Mosque Junction known as Nos. 13, 15, 17, and 23. This has arisen in connection with the second case of plague that has occurred this year, and is in accord with the intention of the Board to deal with each case as thoroughly as possible, so as to prevent, if possible the disease becoming epidemic.

The SECRETARY read Dr. Clark's minute on the subject, which was in the following terms:—I have the honour to report, for the information of the Board, that on the 25th inst. a case of plague was reported as having occurred at No. 17, Mosque Junction. I have inspected this and the neighbouring houses, and I am of opinion that the Board should close the houses known as Nos. 13, 15, 17, and 23, Mosque Junction, as unfit for human habitation. The houses are old ones, and more or less rat-ridden, with hollow cross-walls, and the ground floors are dark and ill-ventilated.

Hon. W. CHATHAM—There are two intervening houses, I presume, between the numbers specified—Nos. 19 and 21?

Dr. CLARK—Yes.

Hon. W. CHATHAM—Are they quite sanitary?

Dr. CLARK—They are in a better condition. Nos. 15 and 17 are already vacant.

The PRESIDENT—Where do you propose to find accommodation for people displaced?

Dr. CLARK—We are not bound to find accommodation in any case. This is a small matter; it isn't like a big block of houses.

Lieut.-Col. HUGHES—How many inhabitants are there?

Dr. CLARK—Nos. 15 and 17 are already vacant. In Nos. 13 and 23—I can only say roughly—there are probably not more than five or six people in each—only about two families.

Lieut.-Col. HUGHES—The case of plague was in No. 17?

Dr. CLARK—In Nos. 15 and 17, because they communicate.

Hon. W. CHATHAM—I beg to move, in accordance with the certificate of the Medical Officer of Health, that the Board order the immediate closing of the following houses, namely, the premises known as Nos. 13, 15, 17, and 23, Mosque Junction, as provided for in bye-law No. 3 of the bye-laws for the prevention or mitigation of epidemic, endemic, or contagious disease.

Lieut.-Col. HUGHES seconded, and the motion was carried unanimously.

THE CHOLERA IN CANTON.

Dr. CLARK—I beg to move the suspension of the Standing Orders, to enable the Board to consider what action, if any, should be taken in regard to the outbreak of cholera in Canton.

The PRESIDENT seconded, and the motion was carried.

The SECRETARY read the following letter from Consul-General Scott at Canton:—

"Sir,—I have the honour to acknowledge the receipt of your telegram of this date (Saturday) re cholera in Canton. In reply, I beg to state that for some time past there have been rumours of sickness amongst the Chinese, due to the impure conditions of the wells and other water supply in Canton consequent on the unusually prolonged absence of rain. The condition is nothing more than the usual course at this season of the year in a congested and fetid city. The outbreak is known as 'fruit cholera,' unripe fruit being



more primarily the cause of the disease. During the past week two deaths have occurred among the European population, a Customs tidewater named Agnew and Captain Baird, of H.M.S. *Britomart*, having fallen victims to the disease.

The PRESIDENT—I may say I heard of these rumours on Saturday, and I have already been in communication with the doctor at Shameen and asked him for particulars of these illnesses. It is impossible from this communication to form any conclusion as to whether the disease is Asiatic cholera or sporadic cholera, but usually sporadic cases do not occur till well on in the hot season.

Dr. CLARK—I think, sir, the Board might take some action in regard to this outbreak of cholera in Canton. I have prepared two resolutions on the subject, and I would suggest, firstly, "That the Board ask the authority of the Government to issue advertisements in the European and Chinese Press warning the public against the consumption of unripe or over-ripe fruit, uncooked vegetables and unboiled milk, in view of the prevalence of cholera in Canton." Secondly—and I may say I have been in consultation with the Harbour Master on this point, and also with the Acting Captain Superintendent of Police—I would suggest "That the Board recommend that the Acting Captain Superintendent of Police be requested to arrange for the boarding of all steamers and launches bringing passengers from Canton, with the view of ascertaining whether any sick persons or dead bodies are on board." It would not be difficult to carry out the latter precaution, as there are only a matter of six or eight steamers and launches coming down here from Canton every day. I think we ought to have some knowledge of their passengers, because cholera is rather different from plague. With plague, it is possible for a man to leave Canton in the incubation stage of the disease and arrive here apparently perfectly well, but if he leaves in the incubation stage of cholera it is several chances to one that he will be dead on arrival here, or anyway, practically moribund. I think, in view of the danger of introduction, especially now that water is being obtained by the Chinese from very doubtful sources, it is very important that we should take every possible step to prevent the introduction of infection.

Mr. BADELEY—I beg to second the resolutions, and I may state that I have already given instructions to the Inspector of the Water Police to arrange for the boarding of these steamers as they come down from Canton by the police, to see if there are any likely cases of cholera on board.

Mr. OSBORNE—Two points occur to me in connection with this. As far as the first resolution is concerned, warning people against the consumption of unripe fruit, etc., we might do something ourselves by issuing orders to the Inspector of Markets and other persons whose duty it is to supervise the sale of fruit, telling them to be particularly careful to see that all fruit exposed for sale is fit for human food. The other point is that I hope the Captain Superintendent of Police will impress upon the policemen whose duty it will be to board these launches that it is only the launches from Canton, not to Canton, because otherwise a great deal of trouble might arise if through any misunderstanding they interfered with the exit of people from the Colony. This is a point I feel very strongly upon, and I think others in the Colony hold the same views.

Hon. W. CHATHAM—The resolution refers only to launches and steamers. Are there no other passenger-vessels? At any rate, if there are not, there surely must be the crews of junks which come down the river from Canton. Is it not proposed to adopt any precautions with regard to them? I think we ought to do something to supervise them as well as launches and steamers.

Dr. CLARK—I may say, sir, it is almost impracticable to deal with all the junks coming into the harbour. I have considered this question very carefully, and I believe it takes forty-eight hours or so for a junk to come down from Canton, and therefore if any deaths occurred on board the bodies would go overboard or be landed long before the junk arrived in the waters of this Colony. Anyway, I may say the junks are all visited by the boarding officers attached to the Harbour Master's Office, so that whatever information is to be got in that way

will be got by the Harbour Master. I think it is best to leave that to him, and I hope that the vigilance of the police will prevent dead bodies coming in that way.

Mr. BADELEY—There is no very great danger from dead bodies.

Dr. CLARK—Not so much as from living cases.

In reply to a question, Mr. BADELEY said the police were not very well qualified to exercise supervision over the fruit sold by hawkers.

This was all the business.

A meeting of the Sanitary Board was held on the 6th inst. in the Board Room. Present:—Dr. J. M. Atkinson, Principal Civil Medical Officer (President); Hon. A. W. Brewin, Registrar-General (Vice-President), Dr. F. W. Clarke, Medical Officer of Health; Mr. F. J. BADELEY, Acting Captain Superintendent of Police; Hon. W. Chatham, Director of Public Works; Mr. E. Osborne, Mr. Fung Wah Chun, Mr. Lau Chupak, and Mr. G. A. Woodcock (Secretary).

#### SANITARY SURVEYOR'S REPORT.

The report of Mr. J. Bryan, Sanitary Surveyor, for the year 1901, was laid on the table. During the period under review the drainage of 715 houses has been completed, and repairs or additions made to the drainage arrangements of 303 houses. Out of 54 buildings which were tested in the matter of drains and sanitary fittings, 9 required reconstructing and 45 amending. The necessary work has in each case been executed. In addition to these 54 buildings, the Sanitary Surveyor or the Drainage Inspector inspected 21,432 houses, with the result that minor drainage defects were discovered in 2,077 instances. The number of nuisances reported to the Medical Officer of Health was 661, and to the Director of Public Works, 417. The drains of 1,181 private houses underwent cleansing. Whilst no new water-closets were erected during the year, 13 urinals were added to those already in existence. The number of new buildings was the largest certified in any one year since 1889, 796 new houses and two additions having been passed. The plague cemetery at Kennedy Town is nearly full, there being room for only about 50 bodies more. As an extension of the ground is impracticable, a valley at Cheung Sha Wan has been selected for future burials, and the work of laying out this cemetery is now being proceeded with. Of prosecutions during the year there were 47, the number of convictions being 42 and the amount of penalties realised \$250. Last year the summonses amounted to 175 and the penalties to \$1,635.

On the motion of the PRESIDENT, seconded by Mr. W. CHATHAM, the report was adopted.

#### VETERINARY SURGEON.

Mr. A. Gibson was appointed Colonial Veterinary Surgeon, vice Mr. C. V. Ladds, pensioned.

#### DRAFT DEPOTS BYE-LAWS.

The SECRETARY laid on the table a draft of Depots Bye-laws proposed to be substituted for those made on 18th April, 1901.

The PRESIDENT—I think we may proceed to make these bye-laws. They have to be approved by the Legislative Council.

The bye-laws were considered clause by clause and were ultimately adopted, on the motion of the PRESIDENT, seconded by the Hon. W. CHATHAM.

#### RATS ORDINANCE.

The SECRETARY laid on the table draft regulations to be made under "The Rats Ordinance, 1902."

Dr. CLARK—These regulations, up to No. 4, have been drawn up by the Harbour Master and are now referred to this Board for consideration. There is only one point that strikes me, and it is this, that in the second line of No. 1 it is required that all shores used for securing ships in docks must be protected so as to prevent the entrance of rats. I have just been speaking to the Harbourmaster, pointing out to him that when a ship is in dock she uses 100 or 150 shores and that most of these shores are placed against the sloping side of the ship and that no rat could possibly climb up the side. But he says that some of those shores might be in the immediate neighbourhood of a port-hole. The last two regulations have been drawn up by myself. I think they are very desirable. They are not very drastic.

One is simply a penalty; probably it will have to go to the Attorney-General for his consideration.

Mr. E. OSBORNE—As regards the question of shores, I think we had better refer it to the person who is competent to speak of the subject, and that is the general manager of the Hongkong and Whampoa Dock Company. They are the only people outside the Naval Yard with docks; in fact, they are the only people who have docks; and they would be able to tell us better how to prevent rats going on board ships when they are in dock. As regards rats on shore, I should like to have seen, and hope we have power to make very much more drastic bye-laws than these. I should like to see, considering that it is generally recognised now that rats are the principal cause of plague, anything in the nature of a ceiling abolished, at any rate in new houses, and also in the nature of a wooden floor less than a certain distance from the ground, in fact, any place that might be termed a breeding-place for rats. That is a matter which perhaps the Medical Officer could tell us how to embody later on.

The PRESIDENT—We already have the power to remove ceilings.

Mr. F. J. BADELEY—Will the regulation as to ships apply to launches?

Dr. CLARK—If they are alongside a wharf, yes.

Mr. BADELEY—But you see them there in twenties and thirties. You do not seem to touch at all the question of rats coming here on cargo-boats and so on shore. I do not know whether they do so, but the regulations do not touch that point at all.

Dr. CLARK—It was not considered necessary, because rats do not pass from a ship to the shore or from the shore to a ship during daylight; they pass backwards and forwards at night. Junks will be required to moor away from the Praya wall or the wharves at sunset. That and other circumstances led the Harbour Master to think that it would not be necessary to make the same regulations for these boats as for steam vessels at present. I am prepared to move that the Board inform the Government that they have considered these regulations and approve generally of them, and also, that they approve of the additional regulations which have been added since they were sent down, but that they beg to direct the attention of the Government to the second line of No. 1 with reference to the protection of all shores used for securing ships in docks and to suggest whether it would not be possible to arrange that shores would not be put in in the neighbourhood of portholes rather than require a guard on every shore which is used for securing a ship in dock. These regulations are sent to us merely for consideration.

Hon. W. CHATHAM seconded.

Hon. A. W. BREWIN—I do not see the good of touching launches, because they do not communicate between ships and the shore and do not leave the waters of the Colony; it would be just as well to make restrictions against communication between different houses, because, after all, what we want is to prevent rats coming from other places outside.

The motion was agreed to.

#### CLEANSING OF THE CITY.

Dr. CLARK moved:—"That the Board define that portion of the City of Victoria, west of Garden Road, east of Wyndham Street and Peddar Street, north of Robinson Road and south of Caine Road (known as No. 3 Health District) as the local limits within which officers of the Board shall make a house-to-house visitation for the purpose of cleansing and disinfecting the premises contained therein, in accordance with Bye-law No. 1 of the Bye-laws for the Prevention or Mitigation of Epidemic, Endemic or Contagious Disease, made under section 13 of The Public Health Ordinance No. 13 of 1901." This, added Dr. Clark, was a motion to enable the gangs to complete the cleansing of the city.

The PRESIDENT seconded, and the motion was agreed to.

#### THE WORK OF THE CLEANSING GANGS.

The report of the work done by the cleansing gangs during the week ended 23rd February shows that the total number of houses dealt



with was 659; floors fumigated, 1,615; and floors cleansed, 2,067.

#### MORTALITY STATISTICS.

The mortality statistics for the week ended 15th February show the death-rate per 1,000 per annum to have been 15, against 18.9 in the previous week and 24.6 during the corresponding week of last year.

#### THE PLAGUE DOCTORS.

Mr. OSBORNE—I beg to ask you, sir, if there is any information with regard to the doctors that were asked by the Board on 28th January coming from India?

The PRESIDENT—There have been several telegrams to my knowledge passed between the Government here and the Government of India with reference to this matter, but no definite information has yet been received by this Government. The doctors have not been selected yet. They wished to know whether native doctors will do if we cannot get Europeans, and the second telegram was to the effect that five extra doctors would be required in addition to the three we first asked for.

#### LIMEWASHING RETURNS.

The limewashing returns for the fortnight ended 1st inst. give 1,310 houses whitewashed out of a total in the eastern district of 2,032 houses, of which 1,944 are tenement houses. There were no prosecutions.

#### ANALYSES OF PUBLIC WATER.

The reports of Mr. F. Browne, Government Analyst, for the month of February, show that the public water of the Colony is of excellent quality.

This was all the public business

### EDUCATION IN HONGKONG.

Among the papers laid before the Legislative Council on the 27th ult. were a number of letters, etc., relating to the school for European children and English school for Chinese of the upper classes in Hongkong. These letters comprised:—

- (1). Letter from H. E. the Governor to the Secretary of State for the Colonies, covering (2) and (3).
- (2). Petition to H. E. the Governor on the subject of the education of European children in Hongkong.
- (3). Notes by Mr. E. A. Irving, Inspector of Schools, on (2).
- (4). Letter from H. E. the Governor to the Secretary of State for the Colonies, covering (5).
- (5). Petition to the Colonial Secretary from leading Chinese gentlemen of the Colony for an English school for the education of the children of the Chinese upper classes.
- (6). Letter from the Secretary of State for the Colonies to H. E. the Governor in answer to (1).

Of these we have already published (1) and (2). We now produce (3), (5) and (6), which will be read with interest.

#### MR. IRVING'S NOTES.

With reference to the question whether such a school should be established by the Government of Hongkong, the following three points must be settled:—

A. Is there any inherent objections to such a school on the ground that, while supported by general taxation, it would be for the benefit of one class only?

B. If justifiable in principle, is it necessary?

C. If necessary, what kind of school should it be?

A.—As I understand the matter, public funds may be devoted to any object that will add to the strength or wealth of the Colony; such are the erection of batteries and forts, and the forts, public works, and the equipment of the rising generation with knowledge and character enabling them to subserve the general welfare. Now, as to this last object there is one section of the community perhaps of more vital importance than any other, and that is the members of the mechanical and engineering trades, the skilled British labour in the dockyards and manufactories, the engineers on local steamers and steam-tramways. They are the backbone of the Colony in time of peace, and their professional knowledge would be a potent factor in its defence in war time. Many of them are already members of the Engineer and other Companies of the Volunteer Force.

I base my justification of such a school as is proposed principally on the good it would do the

Colony by strengthening this vitally important class. To justify its creation, such a school must shew itself an addition to the local and imperial armory: it is no question of granting a compassionate allowance to one section of the community, however deserving.

B.—There are in the Colony, according to the recent Census, 175 boys and 202 girls between the ages of 5 and 16. Few of these are children of the comparatively wealthy classes who can afford to live at the Peak. Most of them have parents of the professions above enumerated. To such parents there are three courses open. Either they can send their children home to be educated; or they can avail themselves of the existing schools; or they can let their children grow up without instruction. As regards the first alternative, it is simply out of the question on the score of expense in most cases, the expense not only of sending them home but of the maintenance of two establishments out of one income. But in the few cases where they can be so sent home, they are probably lost to the Colony; it is at least as likely as not they will never return. The second alternative before them is to send their children to Queen's College or some other of the local schools. Apart from the educational question, and speaking of the climate, there seems no particular reason why children should not grow up in Hongkong. And it is hard to exaggerate the value to the Colony and the Empire's Far Eastern interests which there would be in a thoroughly acclimatised, technically trained, well educated nucleus of mechanics and engineers, who having lost nothing of the national characteristics added thereto a knowledge of the Chinese language (such as they could hardly fail to pick up) and a full understanding of Chinese methods of business. At present this dream is unrealisable in part. One of two essentials must be absent: the education must go or the character must suffer, though probably the requisite education is not attainable by any existing means.

The character must suffer. I have the greatest respect for the many good qualities of the Chinese, and I feel that I can say without offence, that I should strongly object to send children of my own to attend a mixed school. The Right Reverend the Bishop of Victoria, who was for 10 years (I believe) Head of a Chinese Missionary College in Ning Po, and should know, if anyone does, is a signatory of the Petition, para. 2 of which expresses my meaning very clearly.

So universally is this opinion held that the second alternative is in practice hardly an alternative at all. They are brought up, or allowed to grow up, ignorant. Their sons will be more ignorant still. When we might have had a strong full-blooded British community born to the soil, to carry on our commerce against American, German, and French competition in the Far East, we are laying up for ourselves an unlearned, unskilful, unpatriotic generation of "mean whites" to be the standing disgrace of the Colony.

C.—Assuming the school to be unobjectionable and necessary, it remains to consider what its nature should be. The Petition asks for both Primary and Secondary Education. The necessity for the latter must be conceded if my view of the matter is a correct one, and it should be carefully arranged to suit the practical requirements of the Colony.

What the cost to the Colony would be can hardly be estimated at present.

There would be considerable difficulty in finding a site. Unless it develops into a success, perhaps the Belilios Reformatory might be adapted to this use.

EDWARD A. IRVING,

Inspector of Schools.

P.S.—I should add that I am in agreement with those points raised in the Petition to which I have not alluded except the matter of religious instruction. I hold that if this is given at all it should be before or after school hours.

#### REPLY OF THE SECRETARY OF STATE.

Downing Street, 6th December, 1901.

SIR,—I have the honour to acknowledge the receipt of your No. 343 of the 3rd September, enclosing a memorial from certain British inhabitants of Hongkong, asking that a Government School may be established for European children; and of your despatch No. 330 of the 24th September, enclosing a letter from certain

Chinese residents asking that a suitable English School may be established, with the assistance of Government, for the education of the boys and girls of the Chinese upper classes.

2. In view of your strong recommendation, and the arguments with which it is supported, I am prepared generally to approve of the adoption of both these proposals.

3. Before, however, any definite steps are taken towards the establishment of either school, I shall be glad to be furnished with further and fuller details of the initial and the annual cost of each school, so far as they can be foreseen at present.

4. I think that it will be necessary for the Colonial Government to limit the amount of its building grant in the case of the proposed Chinese Higher School. I am very doubtful whether Government could afford to contribute a sum equal to or not much below \$10,000, if so much were raised by private contributions.

5. You will doubtless also consider and report in due course how the establishment of these two new schools will affect the Queen's College, and whether it will be possible to effect any reduction of the expenditure on the latter school.

6. I observe from the account of the system of education in Hongkong, which has been drawn up by Mr. Irving for the Board of Education, that there is a school for sons of the troops in the Colony. If this is in any way controlled or supported by the military authorities, I presume that it will cease to exist on the opening of a Government School for European children. I also assume that the British and American pupils at the Belilios Public School are likely to be transferred to the new school.

7. It is of course understood that the new schools will be placed under the supervision of the Inspector of Schools.

I have the honour to be, Sir,

Your most obedient, humble servant,

J. CHAMBERLAIN.

Governor Sir HENRY A. BLAKE, G.C.M.G., &c., &c., &c.

#### HIGHER EDUCATION FOR CHINESE.

The Chinese petition, which is addressed to the Colonial Secretary, runs:—

On behalf of an important and influential section of the Chinese Community we desire respectfully to draw the attention of His Excellency the Governor to the urgent need for a suitable English School for the education of the children—both boys and girls—of the upper classes of the Chinese resident in this Colony.

2. The efforts of the Government have hitherto been directed almost exclusively to the spread of an elementary education among what may be called the lower and lower middle classes, both Chinese and non-Chinese. But the higher and more thorough training of the children of the more well-to-do classes has never been provided for.

3. The Queen's College and the Belilios Public School are excellent Government institutions in their way, but the exceedingly large number of pupils attending these schools and the paucity of English teachers, and the indiscriminate and intimate intermingling of children from families of the most various social and moral standing, render them absolutely undesirable as well as unsuitable for sons and daughters of respectable Chinese families.

4. As Government Board Schools, the above institutions answer their purposes admirably, but, we submit that, in view of the large increase to the Chinese population of a higher social status and permanently residing in this Colony, it is time that some provision should be made for a secondary education for their children.

5. At present, Chinese, who wish to give their sons a good English education, have either to send them to England or the United States for a long period or to engage at great expense a private tutor, who after all may not be a trained teacher. In the first case, the children are parted from their parents at a most impressionable age and incur a very great risk of finding themselves unable on their return to resume their proper position in the family.

6. The want is now increasingly felt of a school at which such a thorough knowledge of English could be obtained as would enable boys to leave school at a suitable age, and on proceeding to England to at once enter on the special



course of study prescribed for the profession which might have been selected for them by their parents.

7. The best interests of the family demand also that the liberal education of Chinese boys should be accompanied by a commensurate advance in the education of Chinese girls, and it is for this reason that the scheme which we now beg to submit to His Excellency's most favourable consideration makes equal provision for girls.

8. The expense entailed upon the Government by the adoption of the scheme may at first sight appear great, but we do not consider that it will be in any way out of proportion to the results which are to be looked for. It is at present a constant complaint that, having received an education in the Government Schools, the Chinese have failed to assimilate to any extent English sympathies and ideas, and are ever backward in responding to the call of public duties. But we are confident that thorough education on the lines which we now suggest will soon remove all cause for such complaint. Such an education will not only endow our young men and women with more open minds and greater public spirit, but will result in the more cordial co-operation of the British and Chinese nations and closer intercourse between them.

9. It is well said that "large outlay on education is, if wisely directed, far from being necessarily open to the charge of extravagance. On the contrary, an excellent system of public education is one of the best forms of national investment. In commercial and industrial efficiency, in a higher level of civic duty, and above all, in the wider diffusion of moral culture and religious feeling, the nation is amply repaid for what it spends."

10. We beg to subjoin a scheme which roughly represents our proposals. Should His Excellency deem them worthy of consideration, we shall be happy to discuss them more fully in a personal interview at any time that His Excellency may desire.

The petition is signed by Messrs. Ho Kai, Wei Ayuk, Fung Wa Chun, Chan Tung Shang, Uen Lai Chun, Lo Kun T'eng, S. W. T'ed, and Wei On.

### BELILIOS PUBLIC SCHOOL FOR GIRLS.

The annual distribution of prizes to the girls of this school took place on the 5th inst. A large company of ladies and gentlemen, including the Hon. J. H. and Mrs. Stewart Lockhart, assembled to witness the ceremony and its attendant functions, which consisted of songs and musical drill by the girls. The grand march for the latter exhibition, which revealed a high degree of perfection on the part of those girls who went through the various exercises, including dumb-bell swinging, was specially written by Mr. A. G. Ward. Mrs. Bateman, headmistress, presided at the piano.

Mr. E. A. IRVING, Inspector of Schools, read the report for the past year, which was as follows:—The total numbers on the Register in the English Division for the past year are 274. During the month of May, June and July, the attendances were seriously affected by the plague, which has caused a lower average than usual. Our staff has been greatly strengthened by the appointment of another English teacher. This, with the addition of a qualified junior assistant, has tended greatly to facilitate the teaching in the upper classes. Miss Bateman has entire charge of the Junior Department, which has enabled Mrs. Tatcher to take the III and IV Classes in the Upper School, and thereby render the most valuable help. Miss Chunyut takes the V and VI Classes. Miss Vanstone is the pupil-teacher for the infants. In September, the fees were raised from 50 cents to \$1.50 per mensem, but in order to meet the cases of those having more than one child attending the School a sliding scale was arranged—\$1.50 for the first child, \$1 for the second and 50 cents for the third. Boys still form a very large section of the Junior Division. The Government has not yet arranged to form a special preparatory class for boys, but I am still hoping it will be an accomplished fact in the near future. Our School was examined on the 13th and 14th of January by Mr. Irving, H.M. Inspector

of Schools, for the report of which I beg to refer you to the Examiner's report, which I trust you will find satisfactory. The Government has graciously granted five free scholarships to this School to the held for one year. Those entitled to the honour this year are—Elsie Mow Hung, Elia Hyndman, Chan Ying Mui, May Kui, and Mabel Song.

Continuing, Mr. IRVING said this had been his first year as Inspector of Schools for Hongkong, and during that period he had kept the Belilios Public School for Girls very constantly in his mind. It was with pleasure that he could say the school was, on the whole, in a very satisfactory condition. Although it was not right to make comparisons, he might remark that so far as the staff, at least, was concerned, it would certainly compare with those of the other schools in the Colony. But the staff was not everything; they must have girls, and in that respect the school was perhaps not quite so strong as one would like to see it, for it was most desirable that it should increase in numbers, as it had increased in efficiency. That brought him to the question of fees, which, as Mrs. Bateman remarked in her report, had been raised from 50 cents to \$1.50 at the beginning of last term. Personally, said Mr. Irving, he had had nothing to do with that increase; the gentleman responsible was Mr. Brewin, the late Inspector of Schools, and of all the wise and useful things Mr. Brewin had done on behalf of the Belilios Public School, that was one of the wisest and most useful. There was no doubt that for some time past the school had been run on lines of what must be called over-economy, false economy, and the alternative which presented itself to the Government was either to increase the fees for each scholar or reduce the staff. In these circumstances Mr. Brewin advised the Government to increase the fees, and that he was right in so doing Mr. Irving felt sure all would agree. Unfortunately, however, it had a very adverse effect on the attendance, a number of parents declining to pay the higher fee and withdrawing their daughters from the school. If any of those parents were present it was possible that they might reconsider their decision, for they would see that they got really good value for their money. The staff, too, had been strengthened by the addition to its members of Miss Chunyut and Miss Bateman, and the children were having every possible care and attention lavished upon them. One class was now having lessons in drawing, and surely no one could expect to produce Gainsboroughs and Rosa Bonheurs on less than \$1.50 a month—five cents a day, that meant, and one cent an hour. (Laughter.) Really, repeated Mr. Irving, they appeared to be getting very good value indeed for their money, and he was certain all those present would concur in that view. But the number of scholars must be increased, and he hoped that everyone would do their best not only to send their own children to the school, but to persuade others to do the same. There was room for another hundred girls, and it would be very gratifying indeed if they could manage to get two hundred girls on the roll. There was only one other point he wished to touch upon, continued the speaker, and that was the subject of the Oxford local examination. He felt that he had some sort of explanation to make on that score, because the other week he found all the senior girls studying for the Oxford "local," and he remarked that he thought it was a pity; on coming again two or three days afterwards he found they had thrown it up. Although it was regrettable that one's words should be taken so literally, Mr. Irving went on, he was bound to say that he did not think the Oxford "local" was altogether suited to the requirements of the Colony. In his opinion it was an examination the value of which was somewhat over-estimated in Hongkong. In fact, he once met a boy—a Chinese boy, it was true—who seemed to consider that to pass in the Oxford "local" was the same as being an Oxford boy; that, of course, was like saying that a boy in an Eton jacket was the same as an Eton boy. The examination meant "cramming," and "cramming," of course, was an uninteresting occupation, and only led to a distaste for work. The children came to school, as a rule, only for a very few years of their lives, and it was quite impossible to give them a really first-class education in that time. The very most that

could be done was to instil in them a certain taste for learning. That, Mr. Irving took it, should be the object and aim of the Education Department as a whole—to put a desire for learning into the minds of the girls and boys, and that was what they intended to do. In the upper class the girls were spending a good deal of time, he believed, in reading English literature, poetry, books of travel, and the columns of the daily newspapers, and this they were doing, not with the intention of going up for examination or proving to a hostile examiner that they had done good work during the year, but simply to improve their minds. The position of an examiner had been very much exaggerated. In most cases, if they had a good schoolmaster, or a good schoolmistress the duties of an examiner should be very light indeed. To his mind, it was a mistaken idea to make the girls think that all they had to do was to so arrange their studies in order to prove to a gentleman who came once a year to examine them that they knew something. What was wanted was to advance their thoughts, and this could be done by the reading of interesting and useful matter, quite irrespective of examination rules and subjects, and so on. "As I say," concluded Mr. Irving, "I am entirely new to the Colony, and you ladies and gentlemen know better than I do the good work that is being done here. You have seen and heard the girls at their musical drill and singing, and I think it reflects the greatest credit on the whole of the staff to have brought the girls to the state of perfection you now see them in." (Applause.)

Mrs. Stewart Lockhart then distributed the prizes, the list of which is as follows:—

#### ENGLISH DIVISION.

1st Class:—Distinction, Lily Song, *Girl's Own Annual*; 2nd, Alice Lesbirel, *Shakespeare*; 3rd, Nellie Olson, *Scott*; History, Myra Chunyut, book; Composition, Sarah Lee, *Tennyson*; Geography, Maggie Petersen, book; Needlework, Alice Lesbirel, box.

2nd Class:—1st Diligence, Elsie Mow-fung, gold brooch; 2nd, Florence Lambert, silver bangle; 3rd, Ada Asgar, silver hat-pins; Arithmetic, Fatima Alarakia, fountain pen; Needlework, Florence Lambert, box.

3rd Class:—1st Diligence, Elia Hyndman, silver bangle; 2nd, Martha Petersen, silver button-hook; 3rd, Mary Petersen, silver brooch; Arithmetic, Ida Noma, silver pen-holder; Needlework, Amy Mah, box.

4th Class:—1st Diligence, Annie Lesbirel, book; 2nd, Doris Chunyut, book; 3rd, Lizzie Vanstone, book; Needlework, Esther Noma, box.

5th Class:—1st Diligence, Chun Ying-mui, book; 2nd, Marian Alarakia, book; 3rd, Rachel Levi, book; Needlework, Chun Ying-mui, box.

6th Class:—1st Diligence, Winifred Mengens, ink-bottle; 2nd, Diligence, Irene Coleman, book; 3rd, Diligence, Mozelle Levi, silver brooch; Needlework, Dorothy Lambert, box.

7th Class:—1st Diligence, Mabel Long, book; 2nd, Diligence, May Rice, scissors, &c.; 3rd, Diligence, Ah Man Coosman, box of paints; Writing, Malcolm McNeill, book; Needlework, Mollie Mooney, box.

8th Class:—Highest Marks, Edward Stainfield, book; 2nd, Sui Fong, scent-box.

Infants:—1st, Mivo Nomura, bracelets; 2nd, Jessie McNeill, book; 3rd, William Chung, book; Needlework, Lily Stainfield, box.

Recitation:—1st, Dorothy Lambert, silver brooch; 2nd, Irene Coleman, silver brooch; 3rd, Mabel Long, silver brooch; 4th, Mollie Mooney, silver brooch.

Attendance Certificates:—1st Class, Fatima Alarakia; 3rd, Ida Noma; 4th Class, Esther Noma; 5th Class, Marian Alarakia; 6th Class, Chun Ying Mui; 7th Class, Ah Yik; 8th Class, Clara Lee.

#### CHINESE DIVISION.

Standard I—1st Ip Ngok Shing, Chinese ink-bottle; 2nd, Shek Kran, socks and buttons; 3rd, Chan-ha, socks.

Standard II—1st, In Fung Kuk, note-book and buttons; 2nd, Ho Mui handkerchiefs and buttons; 3rd, Fung Fan Shiu, handkerchiefs.

Standard III—1st, Leung Kan, pocket toilet glass, &c.; 2nd, Wong Sui Mui, handkerchiefs and buttons; 3rd, Chan Chi, handkerchiefs.



Standard IV—1st, Lo Yau-ka, pocket toilet-glass, &c; 2nd, Wak Sui-ka, Chinese ink-bottle; 3rd, Lo Kin, pocket-book.

Standard V—1st, Cheung Jim, vase; 2nd, Yu Mui, pocket-book; 3rd, Leung Mu-kun, vase, 2 Chinese pens.

Standard VI—1st, Hung Tai, Chinese purse. Special prizes for History:—Lo Yan-ho, hand mirror; Yu Mui, hand mirror.

Needlework:—Hun Sun Yun, 1st; Cheung Inn, 2nd; Mi Yuk, 3rd; Lo Kui, 4th; Leung Kan, 5th; Li Sun, 6th; Li Yut Kan, 7th.

At the conclusion of the prize distribution, Mrs. Stewart Lockhart was presented with a beautiful bouquet by Miss Minnie Lambert.

Mr. IRVING then proposed a hearty vote of thanks to Mrs. Stewart Lockhart. It was not the first time that she had done them that favour, and he was sure that when she and her husband went to Weihaiwei they would not be forgotten. As all were aware, the Colonial Secretary was very shortly leaving the Colony, but it was possible that his duties might bring him down to Hongkong now and again, and on such occasions they would be very glad indeed to see him. In cases like that the best that could be said was very little; perhaps even it was best to say nothing at all, and simply join in giving Mrs. Stewart Lockhart a very hearty vote of thanks.

Led by Mr. IRVING, the girls then gave three rousing cheers, followed by a "tiger."

Replying on behalf of his wife, the Hon. J. H. STEWART LOCKHART said he wished to thank Mr. Irving for the kind remarks he had made concerning her, and also to convey his appreciation to the ladies and gentlemen present for the way in which they had received those remarks. In being present at the distribution of prizes, he had hoped that he would be in the fortunate position of an interested spectator only, for when he was invited to meet his domestic ruler—(laughter)—who had been asked to distribute the prizes he had taken it as a delicate hint that he was to remain silent. However, Mr. Irving had rather gone back on him, and had put upon his shoulders the duty—albeit a pleasant one—of returning thanks. After again expressing his gratitude for all that had been said in reference to Mrs. Stewart Lockhart, the Colonial Secretary said there was really absolutely nothing left for him to say in the way of criticism in regard to the Belilios Public School. They all had heard the remarks of Mr. Irving, and, if he might be allowed, he should like to congratulate that gentleman on his first public speech in Hongkong on educational matters. This was the first occasion on which Mr. Irving had been present at a distribution of prizes in the Belilios School, and his remarks had shown that his selection as Inspector of Schools was a wise one, and this was important, especially at the present time, when changes were being made in the educational system of the Colony. These changes were bound to have a great effect on the youth of Hongkong, and in relation to them the advice of Mr. Irving had been found of inestimable value. With regard to him, continued the speaker, it might be said—*Uno avulso non deficit alter Aureus*. They had lost Mr. Brewin, the former Inspector of Schools, but had got a really good man in his place. As to the Belilios Public School, the speaker said that if it were his privilege to have anything to do with the introduction of female education into Weihaiwei, he would be fortunate if he secured the services of a lady like Mrs. Bateman. (Applause.) Probably everyone present was aware of the great difficulties that had to be met in starting and carrying on this school. There were many people—the usual wise prophets—who were not backward in saying that the Belilios Public School had only been built to be a failure, but what they had seen that day showed that these prophets had not been justified, and to Mrs. Bateman and her efficient staff were due the success that the Belilios Public School had now attained to. To that lady and her assistants, said the Colonial Secretary, he wished to convey his sincere congratulations on the excellent state of efficiency that at present existed, and to which Mr. Irving had referred in such fitting terms. He was sorry for many reasons to say that this was the last

occasion on which he would have the pleasure of being present at a prize-giving in his present capacity, although, as Mr. Irving had said, it was quite possible that circumstances might necessitate his visiting Hongkong now and again; but wherever fortune might carry himself and his wife they would always remember the Belilios Public School and wish it continued success. It was usual on occasions like the present to offer some consolatory remarks to the pupils who had not been successful in gaining prizes; that was a duty which had to be performed by everybody who had anything to say at a prize distribution. He could only tell those who had not won prizes not to be discouraged; if they looked at the statistics of people really successful in life, it would be found that the great majority of them never won a prize at school. (Laughter.) He did not mean to say that those who won prizes did not deserve them, but those who had been successful in winning them should be the more encouraged and those who had not won them should not be discouraged. The great thing, as Mr. Irving had pointed out, was to try to acquire a desire to learn. There were a great many things to learn nowadays, and the longer one lived the more one found it was but a poor consolation that one's ignorance was much greater than one's knowledge. (Applause.)

On the call of the Hon. J. H. STEWART LOCKHART, three cheers and a "tiger" were given for Mrs. Bateman, and her staff, and, on the call of Mr. IRVING, the same was repeated for Mrs. Stewart Lockhart, and thus the proceedings pleasantly terminated.

The Head Mistress desires to offer her most sincere thanks to the following gentlemen for their generous contributions to the Prize Fund:—Sir Thomas Jackson, Hon. W. Meigh Goodman, Hon. J. J. Bell-Irving, Hon. Dr. Ho Kai, Hon. A. W. Brewin, Rev. R. F. Cobbold, Messrs. B. Byramjee, Victor H. Deacon, J. H. Cox, Gaupp & Co., Gibb, Livingstone & Co., Holliday, Wise & Co., C. T. Kew, Kelly & Walsh, G. H. Medhurst, Duncan Clark, R. Shewan, Fung Wa Chün, Watson & Co., W. Humphreys, Ho Fook, D. Gillies, Chan Pat, Lock Hing, Ho Tung, See Woo, Tak Cheong, A Friend, A. N. Other, Hui Choo, Lau Chü Pak, Lau Wai Chün.

### ALICE MEMORIAL AND NETHERSOLE HOSPITALS.

The annual meeting of the Finance Committee of the Alice Memorial and Nethersole Hospitals was held on the 6th inst. at 5 p.m. The Hon. J. H. Stewart Lockhart presided, and the other gentlemen present were Dr. Gibson (Secretary), Mr. D. Wood (Treasurer), Dr. Thomson, Dr. Pearce, Dr. Hartigan, and Messrs. C. Palmer, D. Clark, P. Witkowski, W. G. Humphreys, M. Watson, J. Goosmann, H. R. Wells, Ho Fook, and Liu Wan Kai.

Dr. GIBSON read the minutes of the last annual meeting of the Finance Committee held on 11th March, 1901, and those of a second meeting of the Committee (Chinese section) in the Legislative Council Chamber on 21st November, 1901.

These minutes were confirmed and passed, after which Dr. GIBSON read the report for 1901, which stated that during the period under review, in addition to the regular work at the Alice Memorial and Nethersole Hospitals, a dispensary was also opened at Kowloon City. The number of out-patients, individual cases, treated in connection with the Alice Memorial and Nethersole Hospitals and the Kowloon City Dispensary was 13,004, the number of return visits 10,465, and the total visits 23,469, while the in-patients numbered 839. Owing to a threatened small-pox epidemic early in the year the number of vaccinations (including re-vaccinations) increased from 111 in 1900 to 762 in 1901. In the months of May, June and July large numbers of Chinese left the Colony on account of the epidemic of bubonic plague, and the out-patient department was almost deserted; still, in spite of that fact, the total for 1901 was larger than in any previous year. Since the founding of the hospitals, 10,433 in-patients and 140,699 out-patients, in all 151,132, have come under Western treatment.

The TREASURER's report showed that during the year there had been a steady increase in expenditure, but in spite of this the accounts stood at \$600 to the good. The only item to which attention was drawn was that of "Repairs to Buildings," which amounted to \$1,041 against \$812 in 1900.

Dr. THOMSON moved the adoption of the Treasurer's report, which he considered a highly satisfactory one. He commented on the fact that the Chinese subscriptions were assuming a more substantial shape, and attributed the credit thereof to Messrs. Ho Fook, Fung Wa Chun, and Lau Wai Chuen.

The motion for the adoption of the report was seconded and carried unanimously.

Dr. THOMSON proposed a vote of thanks to the Treasurer and Secretary, which was carried with acclamation.

Commenting on the satisfactory state of the hospitals and the good work they were doing, the CHAIRMAN drew attention to the figures in the report, which showed that since the founding of the hospitals 10,433 in-patients and 140,699 out-patients, making a total of 151,132, had come under Western treatment. Such figures necessarily represented a great expenditure of labour, and those medical gentlemen in the Colony who had given their time and attention to the work, without any possible hope of remuneration, deserved the highest commendation, especially from the Chinese community, who had almost entirely benefited by the institutions. The subscriptions from that quarter, however, had not been coming in with the readiness that ought to have characterised them, and efforts at revivication were made with the satisfactory result that out of \$5,000 which it was found necessary to raise for the purposes of the hospitals, \$4,700 in hard cash had already been received. The maternity hospital, however, as would be seen from the report, was still sadly in want of funds, and, in view of the valuable work there being carried on, that institution should receive every encouragement. Quoting from the report, which stated that a considerable sum was still required towards the estimated cost—\$7,000 to \$8,000—of erecting a separate building for the treatment of maternity cases, the Chairman said that there was an opportunity for some philanthropic gentleman to come forward and sign a check for \$6,000—an act that would at once place the proposed institution on a satisfactory footing. Speaking of the environments of the Alice Memorial Hospital the speaker trusted that the day was not far off when it would be removed to quieter surroundings and when patients would be taken to some place in the country where they would have a better chance of recuperating. He concluded by wishing the hospitals every success.

Dr. PEARSE, who referred in eulogistic terms to the valuable and unselfish work of the Chairman in connection with the institution, proposed the following resolution:—"That this meeting of the Finance Committee of the Alice Memorial and Nethersole Hospitals now records the obligations that it deeply feels, and that it seeks to express, however inadequately, its thanks to the Hon. J. H. Stewart Lockhart, who is about to leave the Colony, for his untiring devotion to the interests of this charity; his indefatigable and successful exertions during so many years as the Chairman of the Committee, in raising funds to carry on the benevolent activities of these institutions; and for his wise counsel in all matters affecting the welfare of the hospital."

Dr. GIBSON seconded the resolution, which was carried unanimously.

The CHAIRMAN expressed his appreciation of the kind words that had accompanied the resolution and of the manner in which they had been endorsed by those present, after which he moved that the Hon. A. W. Brewin, Registrar-General, be elected Chairman.

Mr. WOOD seconded, and the motion was carried without opposition.

This concluded the proceedings.

On the evening of the 16th ultimo, the King of Siam gave a dinner at the royal palace in honour of Admiral de Richelieu. It was a farewell dinner, and at its close His Majesty presented the Admiral with the decoration of the Grand Cross of the White Elephant, in diamonds. This is the first time it has ever been given in diamonds.



## THE SPECIAL EMBASSY TO LONDON.

We give below, from the *N.-C. Daily News*, the full list of the suite of Prince Tsai Ch'eng, 3rd Order, Special Ambassador carrying the congratulations of Emperor Kwang Hsü to King Edward VII on the occasion of his Majesty's coronation next June:—First Secretaries of Embassy: Taotai Sir Ch'entung Liang Ch'eng, K.C.M.G., and Wang Ta-hsieh, 1st-class Secretary of one of the Six Boards; Second Secretaries of Embassy: Taotai T'ao Ta-chun and Tang Wei-chih, 3rd-class Secretary of one of the Six Boards; First Interpreter, Commander Woo Ying-foo, Imperial Chinese Navy; Second Interpreters: Pond Sz-chi, assistant district magistrate, and Liu Shih-hsün, deputy assistant district magistrate; *Attaché*: Yong Li-pin. It is interesting to note that, of the ten members of Prince Tsai Ch'eng's suite, four are returned students from the United States, or Chinese Educational Mission students; namely, Taotais Sir Ch'entung Liang Ch'eng and Wong Kaikah (First and Second Secretaries); Commander Woo Ying-foo, I.C.N., and Assistant District Magistrate Pond Sz-chi (First and Second Interpreters). It is to be sincerely hoped that this will inaugurate an era of more enlightened policy amongst the powers to be, in the more general employment of well-educated Chinese, who have been abroad and thoroughly understand International amenities, but whose very knowledge and education have so far been a bar to advancement.

## THE CHOLERA.

News reached the Colony on the 1st inst. that cholera had broken out at Canton and was raging severely among the Chinese population. Two Europeans have unfortunately succumbed to the dread disease. One of them, we regret to state, was Lieut-Commander E. A. Baird of H. M. gunboat *Britemart*. His death was very sudden. On the 27th ult. he was at Shumene playing tennis, and he dined there at night and after playing a game of billiards left for his ship, apparently in the best of health and spirits. Towards midnight, however, he was seized with a pain in the chest and he succumbed next morning. The flags on the shipping and the prominent buildings were floated at half-mast. The deceased officer was buried on the 1st inst. on French Island. It is believed that he contracted the disease by drinking some milk. The other European who died was Mr. T. Agnew, 23 years of age, an employee of the Customs; he drank some unfiltered water, and died on Thursday.

A fatal case of what was apparently cholera was reported in the Colony at the beginning of the week, the victim being a Chinese farmer who has been residing for the past few days with a friend in Queen's Road Central. He was ill before his arrival in Hongkong.

We are glad to learn on reliable medical authority that there is no evidence of an epidemic of cholera prevailing at Canton, and the accounts of cholera there have been of too alarmist a nature. Since the death of Captain Baird on the 28th ult. there have been no cases of cholera, and although our informant passed through the native city on several occasions he saw no evidences of the existence of the disease. The coffin-shops showed no signs of activity and these invariably show outward and visible tokens of the prevalence of a decimating disease.

In connection with the above we were advised on the 6th inst. that there had been another death amongst the foreign staff of the I.C.M. Customs. The deceased was an acting boat officer, named T. Stephenson, a middle-aged man of weak constitution, who had been out of health for some weeks and was much alarmed at the death of Agnew, who lived a few doors off. Stephenson was on duty on Tuesday morning, but was taken ill with choleraic symptoms, not however, in an acute form. Remedies checked the symptoms, but deceased expired through heart failure at 2.15 on Wednesday morning, 5th inst. Another suspicious case occurred in the Canton Customs Staff on Friday.

On the Saturday two Japanese died of cholera on the s.s. *Ryōgan Maru* at Hung Hom Dock, Kowloon, and three suspects have been removed to the *Hygeia*.

## THE PLAGUE AT WOOSUNG.

The *N.-C. Daily News* of the 25th ult. says:—By the promptness of Captain Peters of the P. & O. s.s. *Ballaarat*, and of the Customs authorities here, Shanghai has been saved, it is hoped, from a very grave danger. The *Ballaarat*, which arrived at Woosung on the 20th instant with the English mail, had two almost sudden deaths on board shortly after she arrived. Captain Peters reported the circumstances at once, and Dr. Reid, the Customs Health Officer, went down to Woosung. Dr. Cox being absent from the port, and found that the deaths were very suspicious. Mr. Tyler, the Acting Harbour-Master, went down the next day with Dr. Jackson, the quarantine station was immediately manned and reopened, and the *Ballaarat* was sent into quarantine, three other cases of suspicious illness being sent off to the station. In the meantime, a microscopic examination by Dr. Stanley, the Municipal Health Officer, had shown that the deaths reported were from bubonic plague. More than this, when a storeroom on the vessel was opened to be disinfected, it was found to be littered with dead rats. The debt that Shanghai owes to the commander of the *Ballaarat* for his prompt disclosure of the conditions existing on board his ship is a very great one. If the *Ballaarat* had come up in the usual course to the wharf at Shanghai, and some of her infected rats had got ashore, as they undoubtedly would have done, the results would almost certainly have been disastrous. The Acting Harbour Master must share the praise for promptitude and decision that we have claimed for Captain Peters. As will be learnt from the Harbour Notification issued this morning, the Chungpaosha sanitary station is now in operation again, and it is rather a pity that it was ever closed. All vessels arriving from Formosa and from southern ports are declared "suspected vessels," and have to be inspected by the Customs Health Officer on arrival at Woosung; and it is earnestly hoped that with these precautions we shall continue to secure the immunity from plague that we have so far been fortunate enough to enjoy.

## NEW LINERS FOR HONGKONG RUN.

Official advices from the Canadian Pacific offices in Montreal have been received to the effect that work is under way on the construction of four large steamers on the Clyde for service on the Oriental route between San Francisco and Hongkong. The new vessels are to take the place of the Empress liners at present plying on the route, while the latter boats will go on the Canadian-Australian run, now taken by the *Miwera*, *Aorangi* and *Moana*. The new steamers when completed will be up to the standard of the fast Atlantic liners and will surpass anything at present plying in Pacific waters. They will be 600 feet long, or over 100 feet longer than the present Empress liners, and will have accommodation for 800 saloon and 1,200 steerage passengers. According to the terms of the contracts, which were signed in October, the speed of the new steamers will be 21 knots per hour, as against 16 knots of the present boats. The proposal is to inaugurate a ten-day service between 'Frisco and Hongkong. It is probable that arrangements will be made for either a direct call or connection with the Siberian port of Vladivostok. It is estimated that the new vessels will cost \$1,500,000 apiece. The Canadian Pacific directorate has voted \$2,425,000 for their construction.

The following appointments have been made at the Admiralty:—Lieut. H. E. Hillman, to the *Glory*, for special service in the Yangtze River, to date Jan. 23; Lieut. W. B. Macdonald, to the *Pique* (G.), undated; Paymaster. E. A. Bremner, to be secretary to Captain C. G. Robinson on appointment as Commodore in charge at Hongkong, to date Feb. 10. Sub-Lieut. F. H. L. Lewin has been promoted to the rank of lieutenant with seniority of Aug. 15, 1901, and reappointed to the *Cressy*.

## THEATRE ROYAL.

Under the patronage of Vice-Admiral Sir Cyprian Bridge, K.C.B., the Pierot and Pierette Troupe of H.M.S. *Terrible* gave the first of their two concerts in the Theatre Royal on the 5th inst. The house was a good one, and this is the more gratifying from the fact that the object of the concerts is the highly commendable one of charity. There were about twenty members in the company, and their quaint dresses looked very effective. Jack is, above all else, original, and he had exercised that faculty to the full in his selection of stage attire: half of the troupe were got up as ladies and looked "sweet" in their white costumes; the other half sported red, set off with a sugar-loaf hat of the same bright hue. The programme was a lengthy one, and divided into three parts. In the first part the company gave jokes, songs, choruses, and mimics; in the second, a stump oration, cornet solo, sailor's horn-pipe (by Mr. Mitchell, who was equally clever in a clog-dance), skirt-dance, etc.; and in the third a farce entitled *Borrowed Plumes*. Although naturally of the amateur order, the entertainment was a very good one, and reflects credit on those responsible for its organisation. The programme was repeated on the 6th inst.

After an interval of a couple of nights, the Cogill and Sutton company resumed its performances in the Theatre Royal on Friday. The house was as good as any that has favoured the troupe during its season here, and the performance, a vaudiville specialty, went off with characteristic *éclat*.

## ORGAN RECITAL.

Mr. A. G. Ward gave a most excellent organ recital in St. John's Cathedral on the 3rd inst. Mrs. Mudie being the soloist. Mr. Ward played a selection of five pieces, each differing from the other in form and object, which showed sound technique and his perfect command of the instrument, and his ability to obtain from it the many good qualities it possesses. The first piece was a fantasia and fugue by Hesse, which was most impressively rendered, and was followed by a larghetto in B flat by Merkel, the *pianissimo* parts being beautiful. Mrs. Mudie then sang the recitative and air from Handel's *Theodora*, "Angels ever bright and fair." This was her first appearance in the Cathedral, and though she has been heard to great advantage on many occasions, we think she sang better last night than she has ever done. Her notes and tones were rich and perfect, as was also her enunciation. The next item was a grand fantasia in E minor by Lemmens, "The Storm," a piece likely to appeal to the popular taste, which Mr. Ward by skilful technique and true interpretation made the most of. One of the most delightful pieces of the evening was Lemare's "Barcarolle," the melody of which, as the name implies, was founded on the now extinct Venetian gondolier songs. Mrs. Mudie sang "Lord, at all times I will bless Thee," from Mendelssohn's *Lauda Sion*, with which the audience were probably not so familiar as her first piece. She sang it very well indeed. The programme concluded with a seasonable "Marche Solennelle" by Mailly. The recital was a great success, and we think Mr. Ward played splendidly: the thanks of the community are due to him for providing on his initiative another opportunity for all to hear good music. It is to be trusted that as he has done so much in this respect for the community that his approaching subscription concerts will meet with the support they deserve. The collection taken on behalf of the Choir Fund amounted to \$83.29.

The following telegram has been received by the Tokyo Chamber of Commerce from the London Chamber in reply to a congratulatory telegram on the conclusion of the Anglo-Japanese Alliance:—"London Chamber, heartily reciprocating congratulations Tokyo Chamber, is profoundly convinced that the Treaty of Alliance concluded between Great Britain and Japan will conduce to maintenance of peace, and therefore to development of commerce and prosperity of our respective countries."



## A "LADYSMITH NIGHT" CELEBRATION.

On the 1st inst. about sixty petty officers belonging to H.M.S. *Terrible*, who took part in the operations in Natal for the relief of Ladysmith, commemorated the event by dining together at Thomas's Grill Rooms. Several distinguished guests accepted invitations and honoured the company with their presence, the limited accommodation preventing a more general invitation being extended. After the *recherché* repast had occupied enjoyable attention for about an hour, a well arranged programme of songs, dances, etc., was gone through, the items following each other in quick succession. A noticeable feature of the evening was the entire absence of any reference to South Africa, the occasion of the gathering being only inferred from the quaint menu placed before each person on the one long flower-festooned table, which admitted full comradeship to be harmoniously enjoyed.

Mr. Ernest Tolson superintended the arrangements, and his long experience in the Navy assured a successful evening being spent, which was unquestionably the case. Mr. Squires presided at the piano, and gave selections from various operas during the dinner.

"The King," "Our Guests," "Absent Comrades, and the Natal Naval Volunteers," and "Sweethearts and Wives" were the toasts proposed, each receiving a loyal and enthusiastic response.

The following was the menu:—

- HOBS D'ŒUVRES.
1. Welsh Rarebit—Ultimatum.
  2. Water Cresses—Invasion.
  3. Green Onions—Proclamation.
- SOUP.
4. Tugela River.
- FISH.
5. Fricassee Durban Shark.
- ENTREES.
6. Vol-au-Vent of Oysters—12-Pounder.
  7. Pate de Foie Gras on Muffin—4.7.
  8. Lamb Cutlets aux Petits Fois—Searchlight Train.
  9. Fillet of Beef a la Khaki.
  10. Giblet Cordite.
- RELEVES.
11. Boiled Yorkshire Ham—Common Shell.
  12. Roast Turkey and Cranberry Sauce—Lyddite.
- SALAD.
13. A la Jardiniere—Shrapnel.
- ROAST.
14. Saddle of Mutton and Jelly—a la Percy Scott.
  15. Sirloin of Beef and Horseradishes—a la Buller.
- VEGETABLES.
16. Boer Beans.
  17. Camp Cabbage.
  18. Turnips Telescopic.
  19. Bullet Potatoes (Boiled).
  20. Mashed Potatoes.
  21. Spruit Potatoes (Roast).
- ENTREMENTS.
22. Kopje Pudding.
  23. Donga.
  24. Veldt Cakes.
  25. Crenset Cheese and Crackers.
  26. Free State Oranges.
  27. T. & S. Nuts.
  - Bloemfontein Tea or Pretorian Coffee.

Some sixty of the junior ratings of H.M.S. *Terrible* emulated the Petty Officers in commemorating "Ladysmith Night" by dining together on Monday at Thomas's Grill Rooms, the accommodation available at that hotel being too limited to make one general function of it. A similar menu was provided to that at the previous gathering, and the same procedure and toasts were gone through at the "smoker" which followed. The convivialities were seemingly enjoyed by everyone present, as is rarely otherwise at such assemblages. Mr. Sidney Channen undertook the duties of the chair, Mr. Percy Pearce the vice-chair, while much of the success of the evening was undoubtedly due to Mr. Burg Elliott.

The King of Siam, on his visit to Singapore on the 23rd ult., to bid farewell to Prince Paribatra now on his way to Europe on the s.s. *Hamburg*, was accompanied by the Queen, and their suites. They arrived from Bangkok in the Siamese Royal yacht *Maha Chakriri*. The Royal yacht was accompanied by the gunboats *Ran Ruk* and *Makut Rajakumar*, and the gunboat *Muratha* arrived from Penang later in the day and anchored near the other Siamese war vessels.

## CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 5th March.

### REBELLIONS IN KWANGSI.

The local banditti at Wat Lam, Kwangsi Province, are rising in revolt to the number of several thousands. The military on the spot are weak and quite insufficient to deal with the troubles. The commander has therefore sent to Canton to ask the Viceroy for reinforcements, in response to which H.E. Tao Mu has despatched General Ma Wai Kee with two battalions (nominally 500 each) of "braves" and Lui Yung-fu with two battalions of his Black Flags. By order of the Governor of Kwangsi, an official named Chow Kai-yan has been sent to Canton to purchase foreign arms and ammunition. He is commissioned to find out the most modern type of magazine rifle.

Another rebellion is reported on the Kwangsi frontier. So Yun-chou, provincial commander-in-chief, was at the beginning of 1902 transferred from Kwangsi to Hupeh. Thereupon he disbanded his troops, but forgot to disarm them. Turbulent and dissatisfied they have joined forces with the malcontents on the Yunnan and Kweichow frontiers. The Viceroy has ordered the *taotai* Chun Ping-chik to take two battalions of On Yung "braves" to the defence of Nanning.

## WEIHAIWEI

Weihaiwei, 19th February.

### THE COLONY'S FUTURE.

The cablegram concerning this port, which appeared in your issue of the 12th inst., was also published here in the *Weihaiwei Gazette* of the same date. It explains at last why the fortifications were suddenly discontinued last summer, when almost completed. The extraordinary want of foresight shown in this happy-go-lucky treatment to which the Colony has been subjected by the War Office provides, if typical, ample evidence that the agitation for the reform of that department, so urgently demanded by the Press at home, is not uncalled for. It would be no exaggeration to state that a quarter of a million sterling has been thrown away in this Colony in useless expenditure. The telegram reads: "Careful enquiry has shown that Weihaiwei is only capable of fortification at great expense." We may therefore assume that the original decision to fortify Linkungtao was arrived at without a "careful enquiry." The work on gun-positions went on steadily for months, and when the batteries were almost ready for the heavy artillery, the surprising order mentioned above arrived.

Lord Onslow has taken the trouble to again deny the oft-repeated rumour that Britain is about to surrender the Colony to Germany or return it to China. Such a step would inflict a tremendous blow on British prestige in the Orient, and may now be dismissed from the region of possibilities. As regards its use by the Navy the decision of the Government appears to be that Weihaiwei will not be a regular base, but only a sort of base. This seems to be confirmed by the telegram published to-day in the *Gazette* which gives us Mr. Arnold Forster's statement in the House of Commons, "that Weihaiwei will still be a naval base for many purposes."

### THE 1ST CHINESE REGIMENT.

The telegram of the 12th inst. also brings the most surprising information that "the Chinese Regiment is to be disbanded and replaced by police raised locally." That this important decision should be made public several days before the responsible authorities here received official intimation is, in itself, remarkable, if characteristic; but what is the ordinary reader to understand from the following announcement in our local *Gazette* (of the 17th inst.):—"We are officially informed that the statement that the Chinese Regiment is to be disbanded, which was given in the telegraphic summary of Lord Onslow's speech, which appeared in our issue Wednesday last, is incorrect, as, though the Chinese Regiment may gradually be reduced from its present strength of 1,300 men, there is no intention to disband it?"

It is reported here that the numbers are to be reduced to 300. If this is so, the force could

hardly be styled the "1st Chinese Regiment." It would also be interesting to know whether, when reduced, it is to be under the War Office, or paid and controlled by the Colonial Office through the newly-appointed Commissioner. If we are to have merely a police force, then the authorities would do well to consider the well-known characteristics of the Chinese, and to copy the example set in other foreign settlements on the coast by importing Sikhs.

The reason for disbanding, or reducing the Regiment to smaller proportions, may be connected with the decision not to keep a garrison here, as it was primarily raised for that purpose. It was suggested at one time that the headquarters and recruiting depot of the Regiment might still be kept here, but that the battalion itself would form part of the garrison at Hongkong or Singapore.

Perhaps the first indication received here that the War Office had under consideration its dispersal, was the formal notice recently sent to Mr. Schaller, who has been connected with the Regiment since its inception, to terminate his engagement as interpreter. This was soon followed by instructions not to take on more recruits, or re-engage those who had earned their discharge.

That the War Office was for a long time favourably disposed towards its Chinese soldiers is shown by the fact that the Regiment has been allowed to grow to its present proportions. It was also proposed to form a second battalion, a mounted infantry force, and even a field artillery corps. It is only a few weeks ago that a fresh batch of non-commissioned officers arrived on a three years' engagement. The decision to reduce the force is obviously very recent and sudden.

The fact appears to be that changes at the War Office have left the Regiment without a "friend at court," and those who occupy high positions now have been prejudiced and biased by ill-natured and unfair criticisms.

### ITEMS.

The news of Captain Watson's recent promotion to the rank of Major for services rendered in the north, 18 months ago, has been received with great satisfaction here by his fellow officers and the foreign community generally. Captain Barnes and Captain Dent have also been mentioned—rather tardy recognitions of meritorious service.—*N.C. Daily News*.

## FOOCHOW.

The following items are from the *Foochow Echo* of the 22nd ult.:—

The French gunboat *Décidée* arrived at Pagoda on the 12th inst. and left on the 20th inst.

The following changes are about to take place in the personnel of the British Consulate at this port. On the arrival of Mr. Consul Playfair, daily expected, Mr. Consul O'Brien-Butler will leave for home; and Mr. L. A. Mackinnon, Assistant, who is under orders to proceed to Teng Yueh (Momein) on an acting appointment, will be succeeded by Mr. Pearson.

On Wednesday, the 19th inst., Mr. P. E. O'Brien-Butler, H.B.M. Consul, on the eve of his departure for home, took official leave of the Chinese officials in the city, and on the following day entertained them at luncheon at the British Consulate. There were present:—H. E. Ching Hsing, Tartar General; H. E. Hsu Ying Chi, Viceroy of the Min Che provinces; Chou Leng, Provincial Treasurer; Yang Wen Sing, Provincial Judge; Sung Tao Yen, Taotai, Commander of the Foochow Troops; Chi Yao, Grain Taotai; Lu Hsueh Liang, Salt Taotai; Chen Tsou Fo, Foochow Prefect; Pung Shu Knei, Assistant of the Foreign Board; Shu Sing Hung, Interpreter; Ling Hwan, Interpreter; Lü Wei Ying, Maritime Sub-Prefect; Pei Nu Ching, Min Magistrate; Chen Chi Kuei, Hau Kwan Magistrate; Min Yu, Superintendent of the Min Customs; Kao Ching Chuan, Wei Yuen; Chen Tung Shu, Superintendent of the Foreign Board was absent on account of illness; Mr. Walter Lay, Commissioner of Customs; Mr. Hughes, Acting Vice-Consul, Pagoda Anchorage; Dr. Davenport; Mr. L. A. Mackinnon, Consular Service, 21 sat down to the banquet. After lunch Mr. O'Brien-Butler rose to address his guests and in the course of his remarks thanked the officials for the friendly spirit which had always animated them in the



transaction of business with him, and expressed his regret at parting with them.

H.E. the Viceroy rising to reply, gave expression to the grief that he and the other officials felt at the departure of Mr. Butler, and hoped that before long he would return to Foochow. Mr. Shu, the Interpreter of the Board of Foreign Affairs, next rose and read the following speech in English. "Their Excellencies the Tartar General and the Viceroy desire to say that when Mr. O'Brien-Butler so kindly called upon them yesterday they regretted they had not sufficient time to express their feeling of regret at parting with him. They therefore thank him the more cordially for his kind invitation, as it gives them an opportunity to express their friendly sentiments. The intercourse of the Chinese officials with H. B. M. Consul has always been on the most intimate terms and their Excellencies cannot easily forget the kindness and fairness shown by him in all transactions. They hope Mr. O'Brien-Butler will before long be reappointed to Foochow that they may have the benefit of his good advice. Their Excellencies are sure that their friendly sentiments are reciprocated. They beg to express their thanks for the hospitality extended towards them to-day, and they propose Mr. O'Brien-Butler's health wishing him a pleasant journey home, conveying with him a well merited reputation."

#### NORTHERN NOTES.

We take the following items from the *P. & T. Times* of the 22nd ult.:-

Sheng Taotai and General Hu are promoted to be Vice-Presidents of the Board of Works.

Our latest Peking news is that the Court will visit the Eastern tombs, some 250 li from Peking, on the 3rd day of the Fourth Moon.

A movement has been undertaken to start a Mounted Infantry Corps in Tientsin. If there seems to be just ground for proceeding further in the matter, application will be made for government co-operation.

Our last private advices from Newchwang are very reassuring, and deal with the suppositious frictions of the port. We say "suppositious," because we are now assured that they have been unduly magnified out of all proportion.

Apparently we are to have an exceptionally early opening of the navigation this year. The China Navigation Company's s.s. *Kalgan* now in Talienwan—or Dalny, to give it the new name—will be in Tongku in a few days to load for Hongkong. The same Company's s.s. *Tientsin* leaves Shanghai to-day for this port where she will at once reload for the return voyage to Shanghai.

Our contemporary pays the following tribute to Lord Lansdowne over the Anglo-Japanese Alliance:—Let us not forget to put the Treaty itself to the credit of Lord Lansdowne, whose success in the Foreign Office up to date has been quite remarkable. No reader of the Blue-books in China, for example, can help feeling that a stronger tone was adopted from the moment he went from Pall Mall to Downing Street. We have a strong suspicion, moreover, that both Sir Ernest Satow and Sir Claude MacDonald have been factors in the final issue.

Chinese officialdom seems to be waking up to the advantages it may reap from a Press connection. A Chinese friend in Peking tells us that the Manchus are thinking of starting a native organ in Shanghai under their own immediate auspices. The late Viceroy Li was often approached on this subject, but never quite took in the "platform" idea. When it was explained to him that Western statesmen often found it expedient to have newspapers of their own, he was lost in wonder as to the why and wherefore.

The case of plague which occurred last week proved fatal, the victim being an Asiatic Portuguese in No. 3. Health District. We note that the Medical Officer of Health is now issuing a weekly return, dividing up the cases according to locality and also according to race—European, Chinese, Indians, Asiatic Portuguese, Malays, Japanese, and others. The cases this year have been 2, with 2 deaths. The other cases of disease in the Colony last week were:—Enteric fever, 1 (Portuguese, not in the City); small-pox 2 (one a Portuguese on the s.s. *Oriental*), both fatal.

### CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

#### VICTORIA GAP TERMINUS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 1st March 1902.

SIR,—I fully endorse every word written by your correspondent "Peakite" in connection with the necessary roofing-in of the terminus station at Victoria Gap. He does not exaggerate in the least the annoyance and discomfort we poor mortals who have to wear skirts undergo in wet weather in getting in and out of the tramcar. When it rains, all round the step of the car is dirty black water, and we must perforce leave the aforesaid skirts to take care of themselves or alight upon our noses and run the risk of spoiling the "features of our face" as well as the elaborate silken underskirt so much in vogue at the present time. Then there is the dainty head-gear with its chiffon and feathers which one wetting will completely ruin, to say nothing of the mortification of knowing that all the time spent in making oneself look nice and attractive (as all we ladies like to do) for visiting has been utterly wasted, and instead we present a bedraggled and limp appearance and wish we had remained at home.

After all, a covered-in station is surely not much to ask for or expect from so flourishing a company for the comfort of those who have been its chief supporters from its foundation, viz. the Peak residents, and who, unlike the casual traveller up and down who can choose a fine day, must get to their homes, come wet come fine. I am quite sure all the resident ladies at the Peak, and many who do not reside there, too—as they also are liable to be caught in a heavy downpour such as we hope to see soon—will agree with me in urging this more than necessary alteration of Victoria Gap terminus upon the Company before the rainy season sets in—Yours, etc.,

ONE OF THEM.

#### NEXT YEAR'S RACES.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 2nd March.

SIR.—Re the waler griffins, it is just possible that the Hongkong Jockey Club is not aware that in every state of Australia the pastoral industry is controlled by a Government Department, the head of which is styled the Chief Inspector of Stock. It is also just possible that if the Club communicated with one of these gentlemen (I would suggest P. R. Gordon, Esq., Chief Inspector of Stock, Brisbane, Queensland) they would receive information quite as valuable as that imported by your correspondent "Crock-owner," whose opinion that Sydney wool firms are the best people to supply griffins is, to say the least, open to question.—Yours, etc.,

A. CAMPBELL MACMILLAN.

#### A NEW PILOT STEAMER.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 28th February.

SIR,—Referring to the paragraph under the above heading, which appeared on page 2 of the issue of your paper of the 26th inst., wherein a statement is made that the Government steamer *Stanley* was designed by Mr. H. F. Carmichael, I shall be obliged if you will be good enough to permit me to point out in your next issue that the statement referred to is erroneous and that the Government steamer *Stanley* was not designed by Mr. H. F. Carmichael, but by me alone, and that Mr. H. F. Carmichael took no part whatsoever in the designing of the *Stanley*. Having regard to the laudatory terms in which the aforesaid paragraph speaks of the *Stanley*, I think it only right and proper that the credit in connection with the designing of that vessel should be given to the person to whom it is due, viz., myself.—Yours, etc.,

B. J. BARLOW.

### NATIONAL BANK OF CHINA.

The annual general meeting of the National Bank of China, Limited, was held on the 1st inst. Mr. J. Lants (chairman) presided, and the others present were Messrs. C. Ewens, Chow Tung Shang, Chan Kit Shan (directors), Ng Ping San, Y. Kee Sang, Kwan Fong Kuk, Chan Hing, Kom Wa Kit, Ng Chit Mee, Fung Wa Chun, Terry, R. C. Wilcox, and Humphreys.

The CHAIRMAN said—Gentlemen, I have now the pleasure to submit to you the report and balance-sheet to 31st December, 1901, which, with your permission, we will take as read. You will please to see that our profits are the best we have had yet, being net \$149,196.55 against \$117,682.08 last year. The dividend this year is \$1.68 against \$1.50 last year, and \$1.36 the year before, and we continue our policy of placing a substantial part of our profit to reserve—the amount added this year being \$60,000. These results are all the more satisfactory, as the period under review has been a particularly dull one, trade not yet having fully recovered from the effects of the Boxer troubles in the North of China. It had been hoped that by this time dealers would have regained confidence, but while transactions have diminished in volume they have increased in safety, and we can only trust that the present year will see a much-wished-for extension of trade all round. Our Government securities show a reduction from last year, and they stand in our books at well under market value. Before moving that the report and accounts be adopted, I shall be happy to answer any questions that shareholders may desire to ask.

There being no questions, the CHAIRMAN proposed and Mr. TERRY seconded that the report and accounts as presented be adopted.

The motion was carried unanimously.

It was proposed by Mr. KWAN FONG-KUK, and seconded by Mr. KOM WA-KI, that Mr. Lants be re-elected a director and that Mr. Buttery be re-elected a member of the London Committee.

The motion was agreed to.

On the motion of Mr. CHAN HING, seconded by Mr. NG CHIT-MI, it was agreed to appoint Mr. R. C. Wilcox auditor, and that Deloitte, Dever, Griffith & Co., chartered accountants, be re-elected auditors in London at the same remuneration as before.

The CHAIRMAN—That is all the business, gentlemen; I have to thank you for your attendance. The dividend warrants will be ready on Monday.

### CHINA-BORNEO CO., LD.

The third ordinary yearly meeting of the China-Borneo Co., Ltd., was held on the 1st inst. Mr. C. S. Sharp (Chairman) presided, and the others present were Messrs. E. Osborne, W. H. Wickham, W. D. Jupp, O. Baptista, Leung Shui Lam, and J. Wheeley (Manager).

The CHAIRMAN said—Gentlemen, the report and accounts have now been in your hands for some days, and I presume there is no objection to their being taken as read, but, in regard to the report you may perhaps have noticed a clerical error which has cropped in with reference to the dividend recommended, which should be ten per cent, on the paid-up, not the subscribed capital as stated, and in this respect it is to be amended. The Company's operations during the year under review show a fairly satisfactory result, but not so good as the previous year. The falling off is not due to a smaller quantity of timber being produced and sold, but partly to the lower prices ruling during the period under review, and partly to the absence of some exceptional profits we were able to make in the previous year. The dividend (25 per cent.) paid you last year was, as previously stated, for the two years 1899 and 1900, or equal to 12½ per cent. per annum. This year we propose to pay a dividend of 10 per cent. on the paid-up capital, to write \$39,259.96 off the value of the Company's launches and lighters, \$1,644.01 off the engine department, \$5,000 as provision against possible losses of advance to contractors and labourers. The amount \$8,985 standing at contingency account in the last statement, you will notice, has been reduced by \$5,594.68. This does not affect the result of the year's working in any way, as certain contracts



existing at the time of reconstruction (dating back as far as 1895) were then known to be doubtful. Although we could not then arrive at the actual amounts that would eventually have to be written off, we made ample provision to cover as far as possible losses of advances to contractors and labourers existing at that date. Conducted as the Company's operations now are, we think the chances of further losses on this account are rather remote; but we nevertheless think it is a prudent course to make the provision now set aside. If any shareholder has any questions, I shall be pleased to answer them to the best of my ability.

There were no questions, and the CHAIRMAN proposed the adoption of the report and accounts as presented.

Mr. WICKHAM seconded, and the motion was agreed to.

Mr. WICKHAM proposed the confirmation of the appointment of Mr. C. S. Sharp to the Consulting Committee.

Mr. LEUNG seconded, and the motion was agreed to.

Mr. WICKHAM proposed the re-election of Mr. F. Henderson as auditor.

Mr. BAPTISTA seconded, and the motion was agreed to.

The CHAIRMAN—That is all the business, gentlemen. I thank you for your attendance. Dividend warrants will be ready on application on Monday morning.

### GEO. FENWICK AND CO., LD.

The thirteenth ordinary general meeting of shareholders in Geo. Fenwick & Co., Limited, was held in the Hongkong Hotel, on the 3rd inst. Mr. W. Parlance (chairman) presided, and there were present—Messrs. A. Rodger (director), W. G. Winterburn (manager), R. C. Wilcox, J. I. Andrews, and J. Rodger.

The MANAGER having read the notice calling the meeting,

The CHAIRMAN said, —Gentlemen, with your permission we will take the accounts as read. It gives your directors much pleasure to meet you with such a favourable balance-sheet, especially as during the latter half of the year we were not fully employed; and I regret to say this slackness still continues, but even now we are not worse off than others in the same trade. Referring to the balance-sheet, and to the assets, you will notice that the land and buildings now stand at \$70,000. Since 1896, when the book value of this item stood at \$94,000, it has by yearly writing down reached its present figure; but we do not intend to reduce it any further in the future as, owing to the recent rise in land values, and from the prices lately paid for the adjoining lot, the market value should be something over twice its book value. The plant I can personally certify to be written down to a figure it would fetch even if brought to a forced sale. The stock has as usual been valued by an independent valuator and certified as correct. The engine, boilers, &c., in stock, were made in dull times in order to keep our workmen together, and stand at their actual cost to us. The debtors are the usual outstanding accounts at the end of the year, and those still uncollected are considered good. Passing to profit and loss account, we regret the necessity of writing off \$1,075 as a "bad debt": this principally consists of an account due to us for work done for the late Canton Electric Light Co., some two years ago; and after being in the hands of our solicitor for a year is now more than doubtful. I have now to tell you that owing to the shortly expected Wanchai reclamation, the present premises of the Company will become unsuitable for our business, as besides removing our premises from the sea frontage, the reclaimed land will be cut into sections by streets. It is therefore our intention —when a suitable piece of land is procurable, to move from our present site; and I am glad to say that we have little doubt but that we can make suitable financial arrangements for the purpose, but I need hardly say that this will require a heavy expenditure and consequently it is necessary that we should husband our resources. We therefore, subject to your approval, have added \$15,000 to the reserve fund, which now stands at the satisfactory figure of \$60,000. During nine months of the year our Mr. Andrew most efficiently acted as General Manager. Mr. Winterburn has now returned and resumed his duties.

I think this is all I need say, but before proposing the adoption of the accounts will be glad to give any further information regarding them desired by any shareholder.

There were no questions, and the CHAIRMAN moved the adoption of the report and accounts.

Mr. R. C. WILCOX, in seconding, said—I am sure all shareholders will agree with me that the report is most satisfactory, and I hope we may continue to have as good reports whether we remain where we are or whether the works may have to be removed to some more convenient place.

The motion was agreed to.

On the motion of Mr. J. RODGER, seconded by Mr. J. I. ANDREW, Mr. Parlance was unanimously re-elected a director.

Mr. R. C. WILCOX proposed and Mr. J. RODGER seconded that Mr. T. Arnold be re-elected auditor.

The motion was agreed to.

The CHAIRMAN—Gentlemen, that is all the business. Dividend warrants will be posted to-day. I thank you for your attendance.

The following are the report and statement of accounts:—

The directors have now to submit to the shareholders a statement of accounts for the year ending 31st December, 1901.

The net profit for the year amounts to \$36,519.81, to which has to be added \$13,706.52 brought forward from last year's account. After payment of directors and auditor, it is proposed to pay a dividend of 15 per cent., or \$22,500 to shareholders, to transfer to reserve fund \$15,000, and to carry forward \$11,576.33 to next year's account.

During the year we have put through a fair amount of work; the machinery and launches are in good repair and some new improved tools have been added.

#### DIRECTORS.

Mr. W. Parlance, according to the articles, retires, but offers himself for re-election.

#### AUDITOR.

The accounts have been audited by Mr. Thomas Arnold, who offers himself for re-election.

W. PARLANE, Chairman.

Hongkong, 25th February, 1902.

#### STATEMENT OF ACCOUNTS

the 12 months ending 31st December, 1901.

ASSETS.		\$	c.
Value of land and buildings as per last report	73,000.00		
Less amount written off book value of above	3,000.00		
		70,000.00	
Value of machinery, plant, launches and office furniture, as per last report	\$35,256.27		
Added during the year	8,734.53		
	\$43,990.80		
Amount depreciated	4,767.80		
		39,223.00	
Value of stock-in-trade	85,161.98		
Written off	8,516.98		
		76,645.00	
Value of work in progress	23,193.73		
Cash on hand	1,013.68		
Cash with the Hongkong and Shanghai Banking Corporation	24,648.30		
Cash with the Chartered Bank of I. A. & C.	1,259.21		
Cost of 1 Union Insurance Society of Canton's share	245.00		
Sundry debtors	16,438.61		
	\$251,666.53		

#### LIABILITIES.

	\$	c.
Capital, 6,000 shares at \$25 each, fully paid up	150,000.00	
Reserve fund	45,000.00	
Bills payable, drafts waiting maturity	3,418.85	
Sundry creditors	3,021.35	
Balance of profit	50,226.33	
	\$251,666.53	

#### PROFIT AND LOSS ACCOUNT.

	\$	c.
To cost of labour, material, and working expenses	156,916.30	
To salaries	15,225.00	
To Crown rent and taxes	1,483.97	
To insurance	1,123.33	
To depreciation	16,284.78	
To amount written off, sundry debtors	1,075.66	
To balance, profit appropriated as under:—		
Dividend of 15 per cent. on \$150,000	22,500.00	
Directors' fees	1,000.00	
Auditor's fee	150.00	
Carried to reserve fund	15,000.00	
Balance to new account	11,576.33	
	50,226.33	
	\$251,666.53	

	\$	c.
By balance of last year's account	13,706.52	
By gross earning	228,070.15	
By interest account	455.25	
By transfer fees	15.00	
By bonus from Insurance Company	60.84	
By dividend account	23.00	
By exchange account	9.63	
	\$241,340.37	

### PUNJOM MINING COMPANY, LD.

The fifth ordinary annual meeting of shareholders in this Company was held at the offices, 13, Beaconsfield Arcade, on the 4th inst. Mr. R. C. Wilcox (chairman) presided, and, amongst those present were Messrs. T. Howard, W. K. Hughes (directors), A. R. Ezekiel, D. Gillies, T. F. Hough, Ellis Kadoorie, J. M. E. Machado, H. A. Meyer, M. Michael, W. Parlance, S. A. Joseph, F. E. C. Georg, E. S. Joseph, A. G. Stokes, G. C. Anderson, J. R. Michael, K. Edulji, and W. H. Gaskell (secretary).

The notice convening the meeting having been read,

The CHAIRMAN said—With your permission, gentlemen, I propose to follow the usual course and take the report and accounts for the year 1901 as read. The report contains so full a summary of the work done and progress made that little remains for me to add. I will, however, supplement it with a few particulars and explanations which will perhaps be of interest as calculated to make the present position of the Company a little clearer. I should first mention, in connection with the accounts, that concentrates to the estimated value of \$5,000 have been shipped to England for treatment, and this asset will be credited when accounts of the out-turn are received. Then, with regard to the 13½ ounces of gold referred to in paragraph 2 of the report, these, with about 26 ounces from a former crushing, value about \$1,400, are still in Pang-gong office safe, and will be entered in the accounts when shipped. In explanation of its retention there I may explain that gold has to be sent under escort, the cost of which is too great to admit of it being despatched in small quantities. I would, while on this subject, also like to make a slight correction in some figures in the same paragraph of the report. The 3 dwts. 17 grains mentioned there ought to be 3 dwts. 20 4-7 grains, a mistake having been made in converting decimals into grains. Since the report was drawn up we have advices from the Mines stating that the ground is being cleared for the sinking of the new shaft, which has been named the Kladi shaft, and 19 feet of the first 50 have already been sunk. The track for the new tramway to connect the Swah mine with the mill is well advanced, and will be completed by the time the rails are received. These with the rolling stock have been landed at Singapore and are now probably well on their way to Punjom, but transport to the mines is necessarily slow, as the river is shallow, and the rails have to be carried in small boats. I am glad to say the tramway has not only arrived, but it is paid for, and will be in working order, I hope, by the end of March. This brings me to the financial position of the Company. Well, gentlemen, we are not too flourishing so far as funds are concerned, but we have upwards of \$32,000 to receive from unpaid calls, and these, we trust, will now be paid up without further solicitation. If we receive this money we shall be able to carry on until we get crushings from Swah, and then we hope to be able to meet current expenses out of earnings, with something to spare. Probably the outlook for this Company was never brighter. I confess I have something approaching a horror of that cheerful optimism that sees nothing but the rosy side of any enterprise, and my experience of mines and mining has taught me to expect nothing until you get it, for in mining, as in lotteries, the prizes are few and the blanks many. That has been our experience. How far that was the fault of the mines or of the management at Punjom I leave others to determine. We have, however, had some prizes, for from 1893 to 1896 23,336 ounces of smelted gold were won from 46,149 tons of ore. But we do now appear—I say advisedly appear—to be on the threshold of



success. We have a reef and alluvial deposits which promise well: we have a tramway to connect that reef with the battery; the batteries have been thoroughly overhauled and placed in good working order; the stone is of a kind easy to crush and the ore not refractory; and we have a magnificent water power sufficient to provide for all likely wants. I must not forget to add that in Mr. Lester we have a manager who I am thankful to say has a strong tendency to pessimism, and when he considers our prospects bright we ought to be satisfied that they are indeed so. He is a hard worker not given to promises or to many words, but he is fully bearing out the high commendations passed upon him when he left Charters Towers, and has ever since his arrival at Punj m laboured steadily to develop the mines. The miners under him appear to be working energetically, and though some of them have been suffering from fever, they were at last advices, I am glad to say, all well. On the table before me you will observe the samples of gold from Swah and photographs of the new dam, as well as a characteristic group at the mines, showing the manager, his family, and the accountant. The office staff has proved very efficient, and the work generally is well and systematically performed. One word more: I should have referred to the tin deposit found in the southern portion of the concession. Our manager has not yet had time to thoroughly examine this find, but promises to do so at the earliest opportunity when a miner can be spared from the gold workings. The fact of its existence will not, however, I can assure you, be overlooked, and a further and more searching investigation into the chances of working the deposit with success will be made when opportunity offers. That is about all that occurs to me to say now, gentlemen, but I shall, before proposing the adoption of the report and accounts, be glad to answer any questions you may wish to put.

Mr. PARLANE—May I ask what the directors intend to do with the unpaid calls on shares, and what length of time has elapsed since the calls ought to have been paid?

The CHAIRMAN—Most of the old calls have been well met, but of course on the last call a considerable sum is still outstanding. On the second call \$392 remains outstanding, on the third call \$1,692, and on the new capital \$32,932. This amount we hope to get in within a reasonable period, and I trust that the report we have been able to lay before the shareholders to-day will quicken them in responding to that call.

Mr. MICHAEL—How much has been collected since the accounts were made up?

The CHAIRMAN—Between five and six thousand dollars.

There being no further questions, the CHAIRMAN proposed the adoption of the report and accounts.

Mr. HUGH—I beg to second the adoption of the report and accounts for the year 1901. We have had a very lucid speech from our worthy Chairman, and it leaves nothing for me to say except to express the hope that he may not be disappointed in his expectations for the success of the company.

The motion was then put to the meeting and carried unanimously.

The next business was the re-election of directors, and on the motion of Mr. PARLANE, seconded by Mr. MICHAEL, Messrs. T. Howard and W. K. Hughes were re-appointed.

Mr. GEORG proposed that Mr. Fullarton Henderson be re-elected auditor, and Mr. MOSES seconding, the motion was carried unanimously.

The CHAIRMAN—That terminates the business of the meeting, and I have to thank you for your attendance, gentlemen. I hope that on another occasion we shall have a more satisfactory report to give you, and I should be very glad indeed to say that the dividend warrants will follow in due course.

A telegram from Hanoi, dated the 9th February, to the *Opinion*, of Saigon, says:—"Lillie, l'ancien directeur du *Siam Free Press*, est décédé ce matin à l'hôpital d'Hanoi des suites de la dysenterie." Mr. Lillie, who was an Irishman with, we believe, French blood in him, was a strenuous worker in Siam for the cause of French influence and French aggression.

## CHINA FIRE INSURANCE CO., LD.

The thirty-third ordinary meeting of shareholders in this Company was held at the offices on the 6th inst. at 11 30 a.m. Mr. C. S. Sharp (chairman) presided, and amongst others present were Messrs. N. A. Siebs, A. Haupt, D. M. Moses, H. W. Slade, R. Shewan, E. Goetz (directors), G. L. Tomlin (secretary), G. T. Veitch, E. Osborne, C. Palmer, T. H. Reid, G. S. Roach, W. H. T. Davis, A. H. M. da Silva, E. J. Mes, R. K. Leigh, Chan Pat, J. R. Michael, R. C. Wilcox, G. de Champeaux, J. J. Leiria, and Major H. H. Brown.

The notice convening the meeting having been read,

The CHAIRMAN said—Gentlemen, the directors' report and statement of the company's accounts for the past year having been in your hands for some time, I will, with your permission, now adopt the usual custom and take them as read. I am pleased to say that the year 1900 has run out leaving us with the satisfactory balance of \$186,918.54 as profit, as compared with \$143,412.79 in 1899, the loss ratio being 41.25 per cent. as against 57.70 per cent. for the previous year. This result enables us to recommend the usual dividend of \$6 per share, or 30 per cent. on the paid-up capital, absorbing the sum of \$120,000; \$207 as bonus to contributors of premia and to transfer to extra reserve fund the balance of \$66,711.54, which will then make the account stand at \$91,341.55. Perhaps some of you may feel that with additional profit earned in 1900 an increased dividend might have been recommended, but after mature consideration your directors came to the conclusion that in the best interests of the Company it was advisable to continue the same steady dividend until a least we had built up the extra reserve fund to at sum sufficient to meet a year's dividend should unfortunately heavy losses wipe out an entire year's profit, and with this object in view it seems possible that by the time our 1901 account has run off, this may have been attained should we have ordinary fortune in the next twelve months. I do not wish to convey, however, that we consider an extra reserve fund of \$120,000 as finally sufficient, but merely that when that figure has been reached it will in the opinion of the board be time enough to think of distributing more of our profits and setting aside less against bad times. Turning now to our balance-sheet, there is nothing calling for special remark except the new item of "Rural Building Lots Nos. 42 and 84," which stands as an asset of \$7,500. This was an old standing mortgage in our books, originally at \$10,000, and when the mortgagor died it was found advisable for us to take over the property in liquidation of the debt; but I hope that we will eventually be able to dispose of the property without loss to the Company. Our holding of debentures has been reduced by those of the Shanghai and Hongkew Wharf Co., Ltd., being paid off on the 31st December last, and our mortgages in Shanghai are also less than shown in our last report. Our working account for 1901 shows an increased carry forward of \$20,122.75 as compared with 1900, made up principally from gains in premia and interest and a small falling off in losses, and we hope that the amount of \$237,319.21 now carried forward will not be seriously diminished by our liability under 1901 policies during the current year. Since the 31st December last we have incurred losses to the extent of \$9,388.49, of which \$7,456.83 fall on the 1901 account. I should not fail to mention, in concluding my remarks, that the Company's surveyors have carefully reported on our advances under mortgage, and I am happy to assure you that the same are quite satisfactory. I will now move that the directors' report and statement of accounts for the year 1901 as presented be adopted. After this has been seconded I shall be pleased to answer any questions that may be put relating to business before the meeting.

Mr. OSBORNE—I beg to second the adoption of the report and accounts, and I am sure that the shareholders will be gratified at the increased profits for the previous year. I also feel sure that every shareholder in this Company will endorse the policy of the directors in building up a substantial extra reserve fund.

There were no questions, and the motion for

the adoption of the report and accounts was carried unanimously.

The confirmation of the appointment of Mr. E. Goetz as a director was proposed by Mr. PALMER, seconded by Mr. DAVIS, and carried without opposition.

Mr. VEITCH moved that Messrs. R. Shewan and H. W. Slade be re-elected directors.

Mr. REID seconded.

Major BROWN—With reference to the re-election of Mr. Shewan, I should like to bring one or two suggestions before the shareholders. If you look in the directory of Hongkong and China you will see that Mr. Shewan is general manager for six companies, agent, I think, for fourteen, and of some others a director. Now, I ask you to consider if Mr. Shewan can have sufficient time to give to the interests of this Company after he has paid attention to the other companies. There is another point I should like to bring before the shareholders, and that is, that amongst the list of companies for which Mr. Shewan is agent the directory tells us there are the Yangtze Fire Insurance Company, the Law, Union and Crown Fire and Life Insurance Company, the Lion Fire Insurance Company, and some others. Now, I have heard a great deal about uniformity of rates; that there is uniformity of rates, and it does not make any difference; but no man can convince me that, because there is uniformity of rates there is no competition. Two professional men—two architects, two anybody—might charge the same rates, but still they are to a certain extent competitors, and as Mr. Shewan is agent for these fire insurance companies he is to a certain extent a competitor of this Company. These are the suggestions I wished to bring before the shareholders.

Mr. OSBORNE—With regard to the remarks which have been addressed to the shareholders by Major Brown, they are highly interesting, no doubt, but, at the same time, if the directors were to follow Major Brown's suggestions no man could be a director of any company who was not also at the same time a competitor, and I think we should have to abolish every board in the Colony. As regards Mr. Shewan's qualifications for sitting on this board, Major Brown has a very poor opinion of Mr. Shewan's abilities if he thinks that he cannot spend the short time required on these various boards, and the mere fact of Mr. Shewan being on these various boards gives him a status he would not possess if he was not on them; it gives any man a status to be connected with various businesses in this Colony, and he is therefore able, in that position, to bring his sound judgment and advice to bear upon questions connected with the China Fire Insurance Company, all of which he has learnt in his experience with other companies. The arguments adduced by Major Brown I don't think will meet with the approval of shareholders, and I shall certainly vote for the re-election of Mr. Shewan, and I hope the other shareholders will too.

The CHAIRMAN—I don't think this is a question which calls for any, or many, comments from me. It is simply a question, as far as I understand, of voting for or against the re-election. I am quite sure that Mr. Shewan can, if necessary, take very good care of himself, and is able to amply reply to all that Major Brown has said. It strikes me, amongst other things I might mention, that the fact of Mr. Shewan being agent for a number of other insurance companies would therefore enable him to give greater support to this Company in the way of re-insurances. However, it is merely a question of voting for or against the re-election.

The motion was then put to the meeting and carried unanimously.

Mr. SHEWAN—Perhaps I may say a few words in vindication of the position I am in at present. I may say at once that this point has already been discussed and was brought to the notice of the secretary by myself when I joined the board. Major Brown is perfectly right in his remarks; it is a point that would strike any man not familiar with the insurance business, and particularly in this colony; but the more insurance business I have to do the more business I shall have to give away, and it was considered by the China Fire Insurance Company that it should get the business I have to give away instead of my giving it to others, so that I am not



a competitor but a friend of this Company. I quite agree with Major Brown in what he says, so far as he goes, but if he knew a little more about the fire insurance business I am sure he would be perfectly satisfied that my appointment was not an undesirable one.

The ordinary business of the meeting was then resumed, and on the motion of Mr. WILCOX, seconded by Mr. ROACH, Messrs. J. H. Cox and W. Hutton Potts were re-elected auditors for the ensuing year.

The CHAIRMAN—That is all the business before the meeting, gentlemen, and I have to thank you for your attendance. Dividend warrants will be posted this afternoon.

## HONGKONG FIRE INSURANCE CO., LD.

The thirty-third ordinary general meeting of the above Company was held on the 6th inst. at offices of the General Managers, Messrs. Jardine, Matheson & Co. Hon. J. J. Bell Irving (Chairman) presided, and there were also present Hon. C. P. Chater, C.M.G., F. Maitland, H. P. White, and A. Ross (Consulting Committee), G. T. Veitch (Secretary) W. E. Clarke, R. Chatterton Wilcox, J. J. Leiria, S. S. Benjamin, E. C. Emmet J. R. Michael, A. S. Anton, K. A. Chinoy, J. A. Chinoy, G. L. T. Min. J. McK. Ross, Ho Fook, Lo Chuen g Shu, M. S. Northcote, C. Palmer, Chen Sam, W. Parlane, W. A. Cruickshank, H. Kiscock, R. K. Leigh, T. Arnold, and G. C. Anderson.

The SECRETARY having read the notice calling the meeting,

The CHAIRMAN said:—Gentlemen, the report and accounts having been in your possession for sometime, with your permission, we will adopt the usual custom and take them as read. It is hardly necessary for me to say much with regard to the result of the working of the 1900 account; it speaks for itself. In our last report, you will have noticed the balance at credit of the Working Account on the 31st December, 1900, was \$341,020.82, with a 12-months' risks to run off; we were exceedingly fortunate in escaping any heavy losses, the result being that the balance for present appropriation is the largest, I think, in the annals of the Company, and we are enabled to recommend for your approval the payment of a dividend of \$35 per share, the addition of \$31,579.48 to the reserve fund, which will then stand at the substantial figure of \$1,134,971. also a bonus to contributing shareholders of \$4,215.33. This result will doubtless be as much a source of satisfaction to yourselves as it is to the Consulting Committee and General Managers, and, although we should have liked to recommend a somewhat smaller dividend the Company's Articles of Association do not admit of our so doing, which for some reasons is perhaps to be regretted. Now, as regards last year's working, you will note a satisfactory increase in the premium and interest accounts as compared with 1900. On the other hand, the losses shew a considerable increase, but, as I have already stated, that year was a very fortunate one indeed for the Company. Notwithstanding these heavy losses, however, the balance carried forward is only \$7,321 less than in 1900. The Company suffered somewhat severely by the disastrous conflagration at Foochow, in July last, and losses in Yokohama have been larger than usual. In Hongkong, owing to the want of an adequate supply of water, due to the prolonged drought, fires, which in the ordinary course would probably have been promptly extinguished by our efficient Fire Brigade, have in some instances got such hold before water from the harbour could be brought to bear, that losses have been heavier than would have been the case had the hydrants been available at the outset. The losses paid, as per account on 31st December, were \$75,929.94, in addition to which further claims paid and outstanding to date amount to nearly \$35,000. As regards our mortgages, these you will notice show an increase of \$35,357 as compared with the previous year. Our surveyors, in their reports on the various properties mortgaged to the Company, state that, in every instance, there is ample margin against the amount advanced. It does not occur to me to make further remarks regarding the position, but, as this is probably the last meeting at

which I shall preside, I wish to express my sincere good wishes for the Company's continued prosperity. Before moving the adoption of the report and accounts, I shall be pleased to give any further information in regard to the report which any shareholder may desire.

Mr. C. PALMER—I think it is unnecessary to say anything on such an excellent report. I beg to second the Chairman's proposal that the report and accounts be adopted and passed.

The motion was agreed to.

Mr. A. S. Anton—I beg to propose the confirmation of the appointment of Messrs H. P. White and A. Ross to the seats on the Consulting Committee rendered vacant by the resignations of Mr. Lewis and Mr. Mackay, and that the retiring members, the Hon. C. P. Chater, Messrs. Raymond, Maitland, White and Ross, be re-elected to serve until the next annual meeting.

Mr. Ho Fook seconded, and the motion was agreed to.

Mr. J. J. LEIRIA—I beg to propose the re-election of Messrs. W. H. Potts and Fullarton Henderson as auditors.

Mr. M. S. NORTHCOTE seconded, and the motion was agreed to.

The CHAIRMAN—Gentlemen, that is everything. Dividend warrants will, as usual, be issued to-morrow.

## HONGKONG HOTEL COMPANY, LD.

The following is the report of the board of directors to be presented at the ordinary meeting of shareholders, to be held at the Company's Hotel, at noon, on Tuesday, the 11th March:—

Gentlemen,—In accordance with Section 56 of the Articles of Association, the directors beg now to submit to the shareholders their report for the half-year ended the 31st December, 1901.

### ACCOUNTS.

The profit on working account amounted for the six months to \$88,550.33, as compared with \$75,148.53 for the corresponding period of 1900, showing an increase of \$13,401.80, or about 18 per cent.

The profit and loss account, including a credit balance of \$10,477.30 brought forward from 30th June, 1901, shows a credit balance of \$94,477.49.

The directors propose to apportion this sum as follows:—

To pay a final dividend of 12 per cent. for the half-year, absorbing .....	\$72,000.00
To add to the reserve fund .....	5,000.00
To set aside against repairs and renewals .....	10,000.00
To write off from value of furniture and fixtures .....	5,000.00
To write off from value of steam-launch .....	2,100.00
To carry forward to new account .....	377.49
	<u>\$94,477.49</u>

### DIRECTORS.

Mr. W. Parfitt retires by rotation, but offers himself for re-election.

### AUDIT.

The accounts have been audited by Messrs. W. H. Potts and H. U. Jeffries, but the appointment of the latter needs confirmation by the shareholders. They offer themselves for re-election.

R. CHATTERTON WILCOX,  
Chairman.

Hongkong, 28th February, 1902.

The accounts are as follows:—  
BALANCE-SHEET,  
31st December, 1901.

LIABILITIES.		\$	c.
Capital—			
12,000 shares at \$50 each (fully paid up)	600,000.00		
1,000 mortgage debentures, authorised, issued at \$500 each .....	500,000.00		
Less 550 ditto, not issued .....	275,000.00		
	<u>225,000.00</u>		
Accounts payable .....	22,750.15		
Unclaimed dividends .....	91.00		
Balance at credit of repairs and renewals account .....	514.79		
Suspense account .....	433.33		
Reserve fund .....	90,000.00		
Profit and loss account .....	94,477.49		
	<u>\$1,034,151.76</u>		

ASSETS.		\$	c.
Value of land and buildings as per last report:—			
Marine Lot No. 5 and remaining portion of Marine Lot No. 3 .....	372,045.60		
Remaining portion of Marine Lot No. 7 .....	368,108.20		
Praya reclamation .....	21,291.77		
	<u>761,445.57</u>		
Value of furniture and fixtures as per last report .....	\$105,980.65		
Less written off, as recommended in last report .....	10,000.00		
	<u>\$95,980.65</u>		
Since added .....	2,446.96		
	<u>98,427.61</u>		
Stock of linen, crockery, and glassware, &c. ....	42,662.93		
Stock of wines, provisions, household sundries, and stationery .....	35,366.25		
Shares in public companies .....	7,033.81		
Licenses attaching to 1902 .....	923.20		
Steam-launch .....	13,100.00		
Hongkong and Shanghai Banking Corporation .....	52,566.31		
Hongkong and Shanghai Banking Corporation, No. 2 account .....	941.00		
Accounts receivable .....	21,665.12		
Cash in hand .....	249.96		
	<u>\$1,034,151.76</u>		

### PROFIT AND LOSS ACCOUNT.

For the six months ending 31st December, 1901.		\$	c.
Dr.			
To bad debts and refunds .....	80.47		
To rates .....	2,832.38		
To half-year's interest on debentures (\$225,000 at 3 per cent.) .....	6,750.00		
To fire insurance .....	1,754.77		
To Crown rent .....	478.89		
To directors' and auditors' fees .....	3,200.00		
To balance, to be appropriated as follows:—			
To pay a dividend of 12 per cent. for the half-year, absorbing .....	72,000.00		
To write off furniture and fixtures .....	5,000.00		
To set aside against repairs and renewals .....	10,000.00		
To write off steam-launch .....	2,100.00		
To place to reserve fund .....	5,000.00		
To carry forward to new account .....	377.49		
	<u>94,477.49</u>		
	<u>\$109,574.00</u>		

Cr.		\$	c.
By balance from 30th June, 1901	\$119,407.30		
Less dividend at 12 per cent. ....	\$72,000.00		
Less transfer to reserve fund .....	17,000.00		
Less set aside for repairs & renewals .....	10,000.00		
Less written off furniture and fixtures .....	10,000.00		
	<u>102,000.00</u>		
	<u>10,407.30</u>		
By rents of shops and offices, new buildings .....	\$3,010.00		
By rents of shops and offices, old buildings .....	6,120.00		
	<u>9,130.00</u>		
By dividend on shares .....	511.00		
By scrip and transfer fees .....	63.00		
By bad debts recovered .....	469.59		
By interest account .....	442.78		
By profit on hotel working account for the six months ending 31st December, 1901 .....	88,550.33		
	<u>\$109,574.00</u>		

### REPAIR AND RENEWALS ACCOUNT.

Dr.		\$	c.
To payment on account of repairs and renewals during the half-year ending 31st December, 1901 .....	9,485.21		
To balance .....	514.79		
	<u>\$10,000.00</u>		
Cr.		\$	c.
By transfer from profit and loss account as recommended in last report .....	10,000.00		
	<u>\$10,000.00</u>		

The death is announced of Mr. Luiz M. Xavier, one of the best-known residents of Bangkok. Mr. Xavier was born in Bangkok in 1840. He received his early education at the Christian Brothers' School in Singapore, and was then sent to a school at Arras in France. The greater part of his life's work was done in the Government service. He acted as interpreter for the late King of Siam, who had a great regard for him and treated him as a confidential friend. He also helped to draft many of the Treaties. From 1873 to 1880 he was in the Treasury, which he reorganized, and where he acted as Deputy Minister. Mr. Xavier was Consul for Portugal for many years.



# WANCHAI WAREHOUSE AND STORAGE CO., LD. (IN LIQUIDATION.)

The following is the report for presentation to the shareholders at the extraordinary general meeting, to be held at the offices of the Company, at 3 o'clock on Monday, the 10th March:—

The liquidator begs to submit to the shareholders a statement of accounts of Messrs. Meyer & Co., the former general managers, up to the 5th December, 1901, when the balance was handed over to the Liquidator. Following upon this statement the liquidator begs to submit his closing account, which, after an interim and a final payment to shareholders of together \$52.02 per share, leaves a small credit balance of \$34.26 to be disposed of.

A proposal will be submitted to the meeting to deal with the books, accounts, and papers of the Company.

The accounts have been audited by Mr. F. Henderson.

J. G. SCHROTER,  
Liquidator.

Hongkong, 4th March, 1902.

The accounts are as follows:—

LIABILITIES AND ASSETS.	
6th December, 1901.	
To capital account, 2,600 shares at \$100, of which \$37.50 paid up.....	97,500.00
To dividend account .....	247.50
To reserve fund .....	2,500.00
To balance of profit and loss account .....	753.15
To balance of property account .....	37,000.00
	\$138,000.65

By Hongkong and Shanghai Banking Corporation.....\$138,000.65

## PROFIT AND LOSS ACCOUNT.

6th December, 1901.	
By balance of 1900 .....	479.35
By rent for premises 1st half-year 1901 .....	4,150.00
By rent for premises July-August, 1901 .....	1,383.33
By transfer fees of 1901 .....	21.00
By interest account .....	741.67
	\$6,775.35

To interim dividend paid 1st half-year of 1901 .....	3,900.00
To commission to General Managers for 1901 .....	500.00
To fees to consulting committee .....	600.00
To charges account .....	1,022.20
To profit .....	753.15
	\$6,775.35

The following is the liquidator's account:—

6th December, 1901, to balance of account with Hongkong and Shanghai Banking Corporation.....	\$138,000.65
31st December, 1901, to interest .....	24.60
28th February, 1902, to interest .....	19.46
	\$138,044.71

By interim payment at the rate of \$50 per share on 2,600 shares .....	\$130,000.00
By final payment at the rate of \$2.05 per share on 2,600 shares .....	5,330.00
By payment to A. G. Morris, Esq., consulting committee .....	300.00
By payment to J. G. Schroter, Esq., liquidator's fee .....	2,000.00
By payment to Messrs. Deacon and Hastings for legal advices and attendances .....	158.00
By advertising .....	164.55
By printing, postages and pelties .....	53.90
By balance .....	34.26
	\$138,044.71

The following were the tenders for the construction of twenty gunboats for the Manila Government, the contract for which was secured by Messrs. Farnham, Boyd & Co., Ltd., Shanghai, who undertook to deliver all the vessels within nineteen months:—Farnham, Boyd & Co., Ltd., \$52,337; Uraga Dock Co., \$56,250; Bilow Co., \$60,000; Chinese, \$61,160; Fienmick, \$71,440; Mitsa Bishi Dockyard Co., \$74,500; Hongkong Dock Co., \$85,000; Ishikawajima Dock Co., \$85,361; Manila Co., \$87,000; Kawasaki Dockyard Co., \$90,000. The vessels are to measure 140 feet in length, 25 feet beam, draft average 9 feet, and to steam ten knots and are to have iron frames and wooden hulls made of teak, and to be constructed to carry three guns and one searchlight.

# SUPREME COURT.

Monday, 3rd March.

IN ADMIRALTY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (ACTING CHIEF JUSTICE).

S.S. TAI CHEONG v. S.S. SKRAMSTAD.

This suit arises out of the triple collision which took place on 20th November, whereby the s.s. Skramstad was sunk and the Tai Cheong and the Perla damaged. Mr. M. W. Slade, barrister-at-law, appeared for the plaintiffs (instructed by Messrs. Dennys & Bowley, solicitors), Mr. T. Morgan Phillips, barrister-at-law, appeared for the defendants (instructed by Messrs. Johnson, Stokes and Master, solicitors), and Mr. E. H. Sharp, barrister-at-law (instructed by Messrs. Deacon and Hastings, solicitors) watched the case on behalf of the owners of the Perla.

Nautical assessors—Commander Fawcner, R.N., of H.M.S. Glory, and Captain Pybus, R.N.R., of the Empress of Japan.

Mr. Slade in opening the case submitted the claim, which was to the effect that on 20th November the screw steamship the Tai Cheong of 828 tons register and 2,160 h.p., of which the plaintiffs, the Asiatische Kustenfahrt Gesellschaft met Beschränkter Haftung were owners, was on a voyage from Hongkong to Swatow laden with about 70 tons of general merchandise and ballast. The Tai Cheong left her berth in Victoria Harbour about 5.15 p.m. and when she was opposite Hung Hom Bay the masthead and red lights of a steam vessel, which afterwards turned out to be the Skramstad, were sighted about 1½ miles off, bearing about three points on the starboard bow of the Tai Cheong. At such time, the wind was about N.E., very light, the weather was fine and clear, the sun had just set and there was a bright moon. The Tai Cheong was proceeding at the rate of about 7 knots an hour and was steering about N.E. by E., her proper regulation lights, that is, her masthead, side and stern lights were duly exhibited and burning brightly and a good look-out was being kept. On the red and masthead lights of the Skramstad being sighted, the helm of the Tai Cheong was ported, but the Skramstad opened her green light to the Tai Cheong. The Tai Cheong was kept under port helm and one short blast was blown on her whistle, and shortly afterwards a second single short blast was blown. As the Skramstad failed to answer either of these signals and continued to show her green light, the engines of the Tai Cheong were put full speed astern and the helm hard a port and three blasts were blown on her whistle. The Skramstad continued to come on and the two vessels came into collision. Just before the collision the Skramstad opened her red light, but too late to clear the Tai Cheong, and the port bow of the Skramstad struck the stem and port bow of the Tai Cheong with great force, seriously damaging the Tai Cheong. At the time of the collision the Tai Cheong was on the extreme south side of the channel between the Harbour limits of the port of Victoria and the Lyeemun Pass. Those on board the Skramstad, it was alleged, failed to keep a proper look-out, the Skramstad was not kept on her course, those on board the Skramstad neglected to duly port the helm, the helm of the Skramstad was improperly starboarded, the Skramstad being in a narrow channel was not kept to that side of the fairway or mid-channel which lay on the starboard side of the Skramstad, and the collision was caused by the improper and negligent navigation of the Skramstad. The plaintiffs claim a declaration that they are entitled to the damage proceeded for and the condemnation of the Skramstad and the defendants in action No. 13 and judgment for costs against the defendants in action No. 13 and against the plaintiffs in actions Nos. 15 and 16; also to have an account taken of such damage with the assistance of merchants; and such other and farther relief as the nature of the case may require. In their answer and counter-claim the owners of the Skramstad stated that at the time of collision that vessel, which is of 759 tons register, was on

a voyage from Amoy to Hongkong in ballast, having discharged a cargo of coals at Amoy. On the evening of the 20th November she having passed through the Lyeemun Pass was proceeding towards the Harbour. The wind was from E.N.E. to N.E., a light breeze, the weather being fine and clear. The proper regulation lights were duly exhibited and burning brightly. On clearing Lyeemun Pass she proceeded about mid-channel heading for a bright white light showing on the Kowloon side, being a light at the Admiralty Dry Dock at Kowloon, her speed being about 7 knots an hour by her engines and a good look-out being kept. In these circumstances the masthead and green side-lights of an approaching steamship were observed, apparently about 1½ to 2 miles distant off the Skramstad and then bearing about half a point to the Skramstad's port bow. Shortly afterwards the green light of the steamship which subsequently turned out to be the Tai Cheong disappeared from the view of those on board the Skramstad and the red light appeared instead, showing those on board the Skramstad that the Tai Cheong was altering her course to starboard. The helm of the Skramstad was therefore slightly ported to give more room to the Tai Cheong and another steamer following her which ultimately turned out to be the Perla. The Skramstad and the Tai Cheong continued to approach each other, red light to red light, when suddenly the Tai Cheong put her helm hard astarboard, shutting out her red light and exposing her green light. The helm of the Skramstad was immediately put hard a port, one short blast was at the same time blown on her whistle, and simultaneously her engines were reversed to full speed astern and remained so, but nevertheless the Tai Cheong came into collision with the Skramstad, the stem of the Tai Cheong striking the port bow of the Skramstad just about the break of the fore-castle with great violence and doing her considerable damage. The Skramstad engines were kept at full speed astern, and being in a sinking condition she was backed towards the south side of the channel in order to beach her and she ultimately sank a short distance from the shore. At the time of the collision the Skramstad was about half a mile to the north of Braemar Point and a little to the northward of mid-channel and was not in a narrow channel. Save as thereinbefore appeared, the several statements contained in the petition were denied. A good look-out was not kept on the Tai Cheong. The Tai Cheong was under the circumstances proceeding at and maintaining a high rate of speed. The helm of the Tai Cheong was improperly starboarded. The Tai Cheong did not get out of the way of the Skramstad. The Tai Cheong neglected to slacken her speed or stop and reverse her engines, or to do so in due time. The collision and the damages consequent thereon were wholly caused by the negligent and improper navigation of the Tai Cheong in respect of the matters above mentioned or some of them or otherwise by the fault or default of those on board the Tai Cheong, and were not caused or contributed to by the Skramstad or those on board of her, and no blame in respect of the collision was attributable to the Skramstad or any of those on board. By way of counterclaim the defendants repeat the allegations contained in the answer and state that the collision caused great damage to the Skramstad and they claim the condemnation of the plaintiffs and their claim, and payment of the damage caused to the Skramstad and to the effects of those on board her by reason of the collision and the costs of actions Nos. 13, 15 and 16, the damage to be assessed by merchants. Mr. Slade in commenting upon the pleadings said that up to a certain point the two ships were in agreement as to their relative positions. The Tai Cheong and Perla were on their way out through Lyeemun Pass. The Perla of course was not in that action but her movements had to be to a certain extent accounted for, for they were governed by those of the Tai Cheong. The Tai Cheong having left her moorings proceeded slowly until she she had passed Kowloon Point; and the Perla having left her moorings shortly after the Tai Cheong and having a shorter distance to come, passed across her bows and then continued



her course through Lyceumun. The Tai Cheong was probably going slightly faster than the Perla; at any rate the latter occupied some time in turning after she had passed the former's bows. The Tai Cheong came up on the Perla and gradually drew ahead of her. The one ship continued to follow the other, and both pursued their course up the Harbour, the Perla being on the port quarter of the leading steamer. It appeared that at this time the Tai Cheong was gradually drawing away from the other. Shortly after she had passed Blackheads Point and also the western part of Hunghom Bay she had a clear course and ran full speed ahead. She had got about opposite the docks when the light of the Skramstad was first sighted. Her course was about N.E. by E. and this steamer's light was about three points on her starboard bow, due east of her. The Tai Cheong was nearly N. by E., steering by the land, going across from Hunghom Bay, when she first sighted the light of the Skramstad, which was due east of her. That made the position of the Norwegian vessel to be somewhere about north of the Penguin Shoals. The Tai Cheong made her somewhere a little to the northward of the shoals. The Tai Cheong was about opposite the Kowloon Docks, she was still opposite Hunghom Bay and not quite due south of the Admiralty Dock which was distant about 600 yards. Taking the Tai Cheong as being about 3 points, 1½ miles distant, that would put the Skramstad just to the northward of the Penguin Shoals. Then the Skramstad said that she was steering a course west by south by quarter north heading to the bright white light shown at the Admiralty Dock. If that course was laid on the chart it would pass through the north-west part of the Penguin Shoals. She said also that the Tai Cheong appeared about half a point on her port bow and that would place the latter slightly further inshore than the place where the Tai Cheong said she herself was. So that there were the two accounts of the two ships. They thought that the bearings she gave the other ship put her slightly to the northward of the shoals; the other ship put them slightly to the north of where they were. Therefore he thought they substantially agreed with each other as to the positions they were in when they first saw each other, the one being opposite the docks and the other just about the north end of the shoals. The agreement went further than that. The Tai Cheong said that on sighting the red light of the Skramstad in the position in which she stated she was, she immediately directed her course to starboard and ported her helm. The Skramstad agreed with that statement and admitted that the first thing the Tai Cheong did after the Skramstad had sighted her was to turn to starboard and port her helm. Up to that point the two stories absolutely agreed. The Tai Cheong stated she continued under a port helm but that the Skramstad instead of either keeping her course or porting, as she said she did turned down towards the Hongkong shore apparently with the intention of trying to pass the Tai Cheong on her starboard side. Apparently what the Skramstad did was to turn down and try to pass the Tai Cheong on her starboard bow. The story told by the Tai Cheong was perfectly plain. She saw another ship, showing her red light, on her starboard bow and she then did what she ought to have done—ported her helm; and she said that she then continued to do the right thing and had no possible reason for doing anything else, that she, continued under her port helm and never altered her helm at all except just before the collision. The Skramstad stated that after the Tai Cheong had continued some short time under her port helm she suddenly started to turn away up the Harbour towards Kowloon Bay. She had started with the apparent intention of passing and she had suddenly endeavoured to cross the bows of the Skramstad. The whole case would very largely turn upon where his Lordship found the collision in fact took place. The story told by the Skramstad was that from the north end of the Penguin Shoals she continued under a port helm. In her preliminary act she said she slightly ported her helm and continued under a port helm to give the Tai Cheong a wide berth. When she touched the Tai Cheong she

put her helm hard a port and went into collision. The collision, she said, took place about half a mile from Braemar Point; that would be just about the line laid on the chart between Stonecutters' and Devil's Peak. Braemar Point was described as being midway between North Point and Quarry Point. There was one thing in the case which he thought there would be no dispute about, and that was the position in which the Skramstad sank. She sank close in to Braemar Point, on the west side of it, about 200 or 250 yards from the shore. Another thing which he did not think there would be very much dispute about was the extent of the damage done to the Skramstad by the collision. She was struck an extremely heavy blow by the Tai Cheong, the vessels going together with very considerable force. The bow of the Tai Cheong cut into the bow of the Skramstad just a little forward of the break of the fore-castle, right in to the top of the collision bulk-head. It was cut right open below the water-line and two compartments were flooded by the water in consequence of the collision. He did not think it would be denied that the stem of the Tai Cheong remained fast in the Skramstad for about a quarter of an hour; she could not get out. However that would be satisfactorily proved. During all that time the water was rushing into the Skramstad, and their evidence would be that when the Tai Cheong eventually succeeded in pulling herself clear of the Skramstad the bow of the Skramstad immediately dropped some considerable number of feet—six or more—and the water got right in and that the stern with the propeller—she was in ballast—came right out of the water. The propeller worked for some time clear of the water or at least with the lowest blade just touching the water; and he did not think it would be denied that she sank head first. If his Lordship found that after she had had this very serious hole made in her side she went down head first, raising her propeller out of the water, shortly after the Tai Cheong got clear of her, then he thought his Lordship would be satisfied that the collision did not take place half a mile off the shore. She could not have got in half a mile to the shore; she could not have been towed; and if the collision took place anything to the south-west of the line of the Skramstad's course as she had given it in her preliminary act—that is, of the line between the north end of the shoals and the Admiralty Dock—the Skramstad did not port her helm as she alleged she did. To get to the southward of that she must have not kept her course. And if his Lordship found that the collision took place close in to the shore, he thought he would have no difficulty in coming to the conclusion that the Skramstad disobeyed the rule of the road and did not keep her course, but after having seen the red light of the Tai Cheong on her own port bow she endeavoured to go across the bows of the Tai Cheong and get to the Tai Cheong's port side. That, in fact, was what the Skramstad did. As soon as the captain of the Tai Cheong saw that the Skramstad was determined to force a passage, if possible, on the wrong side, he did the only thing he could do. He put his engines full speed, astern and his helm hard a port. He could not put his helm hard a starboard because the Perla was on his port quarter. If he had done so he would have run a very great risk of being run down by the Perla. He thought it would be proved to the satisfaction of the Court that the Skramstad disobeyed the rule of the road, left her course and turned down to her own port side towards the Hongkong shore and therefore was the sole cause of the collision taking place. Mr. Slade proceeded to refer to the rules for directions at sea contained in the new regulations of 1897 and applying to this case. Under Article 19 when two steam vessels are crossing, so as to involve risk of a collision, the vessel which has the other on her own starboard side should keep out of the way of the other. Now, at the time when the two vessels first sighted each other the Tai Cheong had the Skramstad on her own starboard side. She accordingly did as was admitted by the other side, what was perfectly right and proper, and turned out to get out of the way, showing her red light clear. If his Lordship found that the Skramstad did what really she did and practically simultaneously with the Tai

Cheong turning off to starboard did the same thing and also turned some way and brought the Tai Cheong on her starboard side she then got into a position infringing this rule. She having turned down, as they alleged she did, it was then her duty to get out of their way, and that she failed to do. Article 21 provided that when one of two vessels had to get out of the way the other must keep her course. The Skramstad did not do that. What the Tai Cheong did was the right and proper thing. An important note to that article was that when a collision through thick weather or other cause could not be avoided she should take such action as would best serve to avert collision. If their case was correct the Skramstad showed them her green light and was the vessel which had to keep out of the way, and the duty was cast upon her also of stopping and reversing. Article 22 said that every vessel which was directed by these rules to get out of the way must, where circumstances admit, avoid crossing ahead of the other. That was what the Skramstad alleged the Tai Cheong attempted to do, and that was what they alleged the Skramstad attempted to do. By Article 23 it was required that every steamship directed by these rules to get out of the way of another must on approaching her if necessary slacken her speed or stop, or reverse. He did not think it would be denied that both vessels did that. The Tai Cheong went full speed astern for three minutes before the collision and he thought there was no doubt that the Skramstad also went full speed astern some little time before the collision; probably she had rather more way on than the Tai Cheong had. Article 25 required steam vessels to when practicable keep to that side of the fairway or channel which lay on their starboard side. It was for his Lordship to decide whether the Harbour at this place is a narrow channel. It has been held in various cases that the Thames at Halfway Point is a narrow channel. The entrance to the River Tyne is a narrow channel.

His Lordship—The Straits of Messina were held to be a narrow channel.

Mr. Slade—Yes; I do not think your Lordship will have very much difficulty that really within the meaning of the rules the whole distance between the Harbour and the Lyceumun will constitute a narrow channel. It widens again between North Point and the docks.

His Lordship I do not think they would ever hold the Straits of Messina to be a narrow Channel again.

Mr. Slade—The Thames at Gravesend is held to be a narrow channel and the entrance to the Cardiff Docks also.

His Lordship—in the case of the Straits of Messina they tried to explain that they took in Scylla and Charybdis.

Mr. Slade—The Admiralty judges thought that the inclusion of the Straits of Messina was somewhat stretching the rule.

Mr. Morgan Phillips—I suppose my learned friend knows that this subject has been discussed in this Court in the year 1890 in the collision case *Ancona v. Kung Fai*, and there was virtually a decision given that it was a narrow channel. The assessors were of that opinion.

Mr. Slade—That is largely a question for the assessors. I was not aware of that case; I was not here at that time.

Mr. Morgan Phillips—The collision was in precisely the same place.

Mr. Slade went on to say that before calling his witnesses he should like to explain finally that the other vessel had crossed their bows and then, presumably realising that she had room to squeeze by, she repented of it and turned and just swung clear of her bows. Mr. Slade proceeded to show by the means of models the relative positions of the vessels before and at the time of the collision. The Skramstad, he said in conclusion, said that the Tai Cheong suddenly turned and crossed her course. They when they saw the Tai Cheong's green light immediately turned but the Tai Cheong nevertheless came on them, coming on the port bow. If the collision had occurred in the way the Skramstad said it occurred the two ships would have come into collision rather more at right angles, inclined towards the stern.

Evidence was then led.

Captain H. Hans of the Tai Cheong was the



first witness. He stated that on the 20th November last he was master. He started a voyage in the afternoon. He left the moorings about 5.15 and proceeded towards Lyeemun for Swatow. He saw the Perla when he left the moorings. She came from the Hongkong shore. She was ahead of the Tai Cheong. The Tai Cheong was going a little faster than the Perla. He had been captain of the Tai Cheong since 1896. He was steering a course about north-east by east across the mouth of Hung-hom Bay. About the middle of the bay he put the vessel at full speed. Just before this he saw the red light of the Skramstad. They were about three-quarters of a mile off. On sighting these lights he ported the helm and continued full speed. The next thing was that he sighted the Skramstad's green light. He kept on the course he was steering and blew the whistle once. There was no answer. He blew the whistle again but there was no answer. He then put his engines full speed astern and blew the whistle thrice. The only answer was from the Perla. She was about five ship's lengths off on the port quarter. That was when he blew the whistle three times. At that time the Skramstad had come across on his starboard bow. She had already crossed his bows, and was distant about a ship's length or one and a half ship's length. When he saw there was a collision he went full speed astern and blew the whistle. The Skramstad was then about four ship's lengths distant and was passing across her bows. He put the helm hard aport. The Skramstad passing across his bows showed her red light just before the collision. This was about 300 or 400 yards from the shore. The sun had just set. At the time of the collision the Tai Cheong had a good deal of way on. She had been going astern about two or two and a half minutes before the collision. After she struck, the engines continued full speed astern, but the vessel could not get free of the Skramstad. He went on to the fore-castle head to see what was wrong. He asked for the captain, who told him that they had three or five feet of water. He asked whether they wanted to beach the Skramstad. The answer was that she was sinking and that they wanted her beached. He thereupon went half-speed ahead and pushed her a little further in. But being afraid of the rocks he went astern and slipped out. When he got clear of the Skramstad her bow sank at once some eight or ten feet. He sent the boatswain to ask if they wanted assistance and afterwards steamed over in the direction of Kowloon. The Perla was about five ship's lengths off when he began to go astern. She could not stop herself in time and ran into the Tai Cheong amidships on the port side. She slid off and struck the Skramstad's starboard anchor; then she backed off and pulled it out. The look-out was being kept by a Malay on the fore-castle head. He reported sighting the lights of the Skramstad; the first officer was on the fore-castle head too. The crew were on the fore-castle head lashing the port anchor. The quartermaster, a Malay, was at the wheel. He carried three engineers, all Europeans. The first engineer was below at the time. The Tai Cheong was hung about fifteen minutes in the Skramstad. He went half-speed ahead for about two minutes. He pushed the Skramstad about two ship's lengths. He had been at sea since 1872 and had held a German master's certificate since 1893.

Cross-examined by Mr. Morgan Phillips—At the time the Perla crossed his bows, he was on the bridge. He went down once, when he went up to the bows. From the time he left his moorings up till the collision he was on the bridge. The boatswain reported the lights of the Skramstad. He had seen his mate's log. It was written up next morning, from a rough note on a piece of paper. Both this rough note and the log were written on this morning. In the mate's log it was stated that at 5.30 they passed the Perla on their port side and sighted the Skramstad showing her red light "which was reported by the look-out to the officer in charge." The officer in charge was himself. In the rough log it was stated that the collision occurred at 5.45. In the clean log it was stated that "after going full speed astern for about three minutes, the Skramstad suddenly ported her helm, and we collided with her" also that "we tried for about 15 minutes,

from 5.45 to 6, to clear the Tai Cheong from the Skramstad." When it was seen that the collision was unavoidable the engines were stopped and put full speed astern—not before. In the rough log there was no entry about the engines being put full speed astern. The clean log was not made up from the rough log. From the time when he first saw the Skramstad up till the place where he first saw her green light, she was showing her red light. The Tai Cheong was under a port helm all the time after the look-out reported the lights of the Skramstad.

There was no risk of collision at all when he first saw the Skramstad. The first risk of danger was when the Skramstad continued to show her green light. He therefore kept running down under a port helm in order to pass inside. He did not starboard his helm and run out into the bay because he thought the Skramstad would pass free. As soon as he thought there was danger he blew the whistle three times. He did not stop his vessel to see what course the Skramstad might take because he was on his proper side of the channel. When he first saw the Skramstad he was steaming at about 7 or 8 knots. The full speed of his ship was 10 knots. Full steam was not up. He considered this part of the channel to be narrow and always kept to starboard. He had never passed a mail steamer on the port side when entering the Harbour from Lyeemun Pass. The Perla on this occasion was keeping almost the same course as the Tai Cheong. She came within about 300 yards of the Hongkong shore. She must have been under a hard-a-port helm to have come over and collided with them.

Re-examined—When he first saw the green light of the Skramstad, he could not determine what her course was. If he had stopped his vessel before the collision, the Perla might have run into his ship.

By His Lordship—He did not know how long it took a steamer to be brought to by reversing engines when she had a speed of 7 or 8 knots.

E. Wierkin deposed that he was chief officer of the Tai Cheong at the time of the collision. Since then he had acted as captain. He had been at sea for 18 years and had had a master's certificate for 8 years. On the 20th November the quartermaster, a Malay, was at the wheel when the vessel left the Harbour. He had since left the ship. When the ship left her anchorage on the 20th he was on the fore-castle head, accompanied by the boatswain, and four sailors, lashing the anchor.

The Court adjourned.

Tuesday, 4th March.

E. Wierkin, the first officer of the Tai Cheong at the time of the accident, was again put in the witness-box. He was at work on the fore-castlehead when the lights of the Skramstad were reported by the look-out to the captain. He heard one short blast of their whistle and then saw that their ship was going to starboard. There was another short blast from their whistle. Then there were three blasts blown. When he looked up he saw the green light of the Skramstad. She seemed to be heading for the Hongkong shore and afterwards swung round towards the Kowloon side, while the Tai Cheong swung round to the Hongkong shore; that was shortly before the collision. As the Skramstad approached, he thought she would strike them on the starboard at the after end, but she swung round and the Tai Cheong swung round and the collision was on the port side. When he saw the collision was unavoidable he jumped off the fore-castlehead. He could see the Metropole Hotel not far off; he could not say what distance. The engines of the Tai Cheong were working when she struck the Skramstad. After she struck he went again on the fore-castle-head and saw the crew of the other steamer. One of them shouted that they had 5 feet of water and shortly afterwards 8 feet and said "By—give us a shove ashore; we are sinking." Then he felt the Tai Cheong go ahead. The two captains shouted out to each other. His captain said "What for did you take the wrong veer?" and the other captain asked "What for did you take the wrong veer?" When they got clear of the Skramstad she sank by the bows and the

propeller came out of the water. After seeing whether the Skramstad's crew needed assistance, the Tai Cheong steamed over to the Kowloon side and anchored.

Cross-examined—He was aware that they were under a port helm up to the time of the collision. He heard the order of the captain "Hard aport." He could not say how far the Skramstad was distant at that time. He felt the engines working astern. That was about three minutes before the collision. At the time of the collision they were laying on to the Hongkong shore. The fact of the engines being reversed and the helm put hard aport was that her head would pay off to starboard. The Skramstad was heading for the Hongkong shore just about the same as them. The captain must have noticed how the ships swung round very much better than he. On the fore-castlehead before the collision the boatswain, a Malay, was on the look-out. He was not working at the anchor with the crew. The port anchor was lashed before the collision and the starboard anchor was fished and was hanging outside level with the fore-castle-head ready for lowering down. The Perla came into collision with them, striking them under the bridge on the port side. There was very little time between the two collisions, and the Tai Cheong and the Skramstad were fast when the Perla ran into them. It was then that the Skramstad asked them to give her a push ashore.

Re-examined—In his opinion the Perla struck her at about a right angle. She slid off the Tai Cheong on to the Skramstad and struck her too. When the two vessels were fast he did not notice whether the effect of both ships going astern was to slew them round.

By His Lordship—There was no other European but the captain on the bridge. The starboard anchor was ready for lowering down into the water; it would have had to be lowered, however, and the cathead unhooked in order to anchor.

See Din, the Malay boatswain of the Tai Cheong, said he had been at sea for 33 years. On the evening of the collision he was on the look-out. The Tai Cheong was going out of the Harbour by the Lyeemun Pass. He saw and reported her lights to the captain; the first time he saw a red light and then a green light. He reported "Port bow, red light" the first time; on the second occasion he reported "Green light, starboard bow." He reported nothing about a white light; he did not see a white light. He saw that the steamer whose lights he had reported was approaching them. When she came close to them he ran away.

Cross-examined—The first report he made of the Skramstad's light was "Port side, red light." He meant by that that he saw a red light on the port bow of the Tai Cheong.

A. Böhmar, European boatswain of the Tai Cheong at the time of the collision, deposed that he had been at sea for 21 years. On the day of the collision they left the anchorage in the afternoon. After leaving the anchorage he was first of all on the bridge, but was afterwards called down on deck and remained down there until the collision took place. He was superintending some work on deck. He did not see the lights of the Skramstad. He heard the command twice "Port helm," each time accompanied by a short blast of the whistle. Afterwards he heard the command "Hard aport" and saw the telegraph moving to "Hard aport" and heard three blasts of the whistle. He saw a steamer ahead then, but could not make out whether it was the stem or the stern that he saw. He thought she was going to strike the Tai Cheong on the starboard side, and called on the quartermaster, who was working there. They were not very far off the shore. He could read the name of the Metropole Hotel. That was just before the collision. After the collision the ships remained fast, but he could not say for how long. He was running forward to the fore-castle to see what was wrong when he got orders from the first officer to sound the bilges. He found no water and went back to the fore-castle-head. Then the Perla ran into them amidships. As long as the two ships were together he remained on the fore-castle-head. After clearing the Skramstad he got a boat out and taking two quartermasters with him pulled over to the Skramstad. He could



not estimate the distance she was off. A green steam launch came alongside the Skramstad when the ships were fast. He went on board the Skramstad. There was nobody on board. He looked down the engine-room and saw the water level with the cylinder-covers.

Cross-examined—Before the collision he did not know how the ships were heading. He was on deck looking after the safety of the quarter-masters. It was before that he was able to read the Metropole Hotel sign-board; it was a very large sign-board. When he received orders to take the boat to the Skramstad he could not say whether she was still afloat or not. To lower the boat and get away from the ship would occupy three or four minutes. He received this order a short time after the Tai Cheong pulled clear of the Skramstad.

By His Lordship—They steered from the bridge on the Tai Cheong. The orders were given in English.

Chief Engineer Wisheit of the Tai Cheong deposed that he had been 18 years at sea and chief since 1892. On 20th November last he was on the Tai Cheong, lying at the anchorage in the Harbour. He got orders to get the engines ready about 13 minutes past 4 o'clock. There was an engine-room log kept. The orders were copied off the blackboard and afterwards entered in the rough log. On the day in question he saw the orders copied into the rough log by the second engineer. He checked these entries with the orders on the blackboard. At 5.15 the order "stand-by" was given and at 5.25, "slow ahead." He moved the engines himself. At 5.35 "half-speed ahead" was telegraphed, 5.40 "full speed ahead" and at 5.45 "stop; full speed astern." After that last order was given and the engines had been working astern for about three minutes he felt a shock which he thought was a collision. Up to this time he had been working the engines himself and he wrote down the commands on the blackboard after 5.45. The order "full speed astern" was written down by the second engineer and also those previous to that. After the shock of the collision there was another shock after they had gone astern some time. The next order was given at 5.57 "stop; half-speed ahead"; and at 5.58 "stop; full speed astern"; at 6. "stop; slow ahead"; at 6.1 "stop; full speed astern"; at 6.6 "stop"; at 6.11 "slow ahead"; at 6.15 "stop"; at 6.35 "slow ahead"; 6.36 "stop"; 6.39 "slow astern" the other orders had no importance as bearing on the case. He thought when the order "full speed astern" was given that they were fast in another ship. He thought it was the Perla with whom they had collided. He did not think the Tai Cheong was making more than 7 or 8 knots when the order "full speed astern" was telegraphed. Her full speed was about 10 knots.

Cross-examined—He was working the engines himself only from 5.45. From the time they left the moorings till that time the second engineer was working the engines and he was superintending. He took charge of the engines after 5.45 because he thought there was something wrong. He did not know where the second engineer was now; he was paid off the Tai Cheong on 30th December last. Witness had not seen him in Hongkong since then. It always required about an hour to work up to full speed after starting the engines even if he had a full pressure of steam at starting. He had not a full pressure of steam that day when the order "full speed ahead" was given. He had a record of the revolutions made by the engines. From the time the engines were started till they were run off the revolutions were 2,661. He could pretty nearly judge the speed of the boat from the revolutions. Those revolutions included those made when going astern.

Re-examined—The second engineer was discharged for being drunk while on duty. There were three engineers down below after the Tai Cheong started. He went down below when he heard the first telegraph ring. The second engineer looked after the starting gear. The third was principally at the cylinder valves. He was superintending and seeing that every command was being executed promptly. When the order "full speed astern" was given he was working the engines; the second was assisting; and the third was sent to

sound the bilges and reported that there was no water there.

By His Lordship—He reckoned that the engines made 350 revolutions to the mile; that meant without slips.

This concluded the evidence for the plaintiffs.

Mr. Morgan Phillips, in opening the case for the defendants, said the remarks he had to make would be a very slight modification of the statements which had been made in the preliminary act and the answer filed on behalf of the Skramstad. On the evening in question she was coming into Hongkong from Amoy in ballast. It appeared that outside Lyeemun Pass she was boarded by two Chinese who some time had acted in the capacity of pilots, but the vessel remained up to the time of the collision under complete control of the captain. He gave the orders which were necessary from the time they sighted the Tai Cheong up to the time of the collision. When she had come well through the Lyeemun Pass, she was steered a course for the bright white light showing at the Admiralty Dock. This was the first visit of the captain of the Skramstad to Hongkong, but he had made himself as far as he could thoroughly informed of the conditions of the Harbour and moreover had consulted a friend of his—the captain of a Norwegian ship—before he left Vladivostok before he came down here, so that he was fairly aware of the conditions of the Harbour. They steered for this bright light and when they were a distance of about 1½ or 2 miles off saw the lights of the Tai Cheong and the Perla following her. The first lights they saw were the masthead and green side lights of the Tai Cheong; shortly afterwards the Tai Cheong opened her red light. Upon that the captain of the Skramstad gave orders to port the helm. This was done and she was afterwards steadied and continued on her course in that way, the effect of that being that the white light they were steering for slightly broadened on the Skramstad's port bow. The Skramstad and the Tai Cheong continued on their respective courses showing red to red. Had they continued on these courses they would have passed each other comfortably, and with no danger of collision. But suddenly as they approached each other the Tai Cheong's red light was closed; her green light appeared and she came straight on for the Skramstad. When the green light of the Tai Cheong opened they were so close that it was apparent to those on the Skramstad that a collision would ensue; at any rate that a collision was almost certain was their opinion. Immediately the captain of the Skramstad saw this movement of the Tai Cheong he ordered his helm to be hard-aported, blew one blast on his whistle and telegraphed to the engine-room to put the engines full speed astern. In doing these acts the captain did what was necessary. There was an answering ring from the engine-room and her engines were immediately put full speed astern. These acts were done immediately—almost simultaneously—and he would submit that they were the proper orders to give either to avoid or minimise the results of a collision which seemed to be imminent. The Tai Cheong struck the Skramstad on her port bow somewhere about the break of the fore-castle at an angle of something like 25 or 30 degrees probably greater. The engines of the Skramstad continued full speed astern until she was finally beached near the Hongkong shore and her propeller went out of the water, and then her engines were stopped. For about 15 minutes, the Court had heard, the two vessels were fast together; the Tai Cheong had her stem well into the hull of the Skramstad. As the Tai Cheong stated and as he thought the Court would find the fact to be, the two vessels when so together gradually got nearer the Hongkong shore and ultimately when the Tai Cheong got clear of the Skramstad she had at the time some stern way upon her and got appreciably nearer the Hongkong shore after getting clear of the other ship. His Lordship would remember that the place of the collision was stated by the Skramstad to be at a place something about half a mile from Braemar Point, a little to the north of mid-channel—that was to say, the channel from Lyeemun Pass to Hongkong Harbour. The Tai Cheong had placed the place of collision very considerably nearer the Hongkong shore than that

—a distance of about 300 yards. His Lordship would have to decide which story was to be believed and would, it seemed to him, be guided in a great measure in coming to that conclusion by the indications of the collision upon the hull of the Skramstad. The collision was upon the port side, and the witnesses for the Tai Cheong had utterly failed to reconcile their evidence with that afforded by the damage done to the Skramstad. They stated that for at least three minutes they were under a hard-aport helm and the engines going full speed astern, and a right-handed propeller, and under these circumstances, they said, they came into collision with the port side of the Skramstad. His Lordship would have noticed the exerting efforts of the captain and the chief officer of the Tai Cheong to reconcile these conditions. It seemed to him that they had failed utterly to reconcile the two statements that they were under a hard-aport helm and that they were then able to go into collision with the Skramstad in the way that the collision actually did occur. It seemed to him that the indications showed that at the time of the collision the Tai Cheong must have been under a starboard helm. He would allude to one or two circumstances which strongly supported that view. There was one of the utmost importance—the angle of collision, and the place of collision being the port bow of the Skramstad. Another of great importance in this case was the fact of the Perla going into collision with the port side of the Tai Cheong broadside at an angle of 45 degrees. If the Tai Cheong had moved in the way she said she did herself and had been under her port helm for so long and subsequently under hard-aport helm and engines full speed astern she must have been heading well on for Hongkong shore. If that were so how was it possible for the Perla following her to have come into collision with her port broadside at an angle of 45 degrees? She might well have done so if the story as told by the Skramstad was correct that the Tai Cheong came on under her starboard helm, for then her port side would have been presented to the Perla. This was a very important consideration in the case. If therefore the story of the Skramstad was to be believed that she kept this course on her slightly port helm and that the Tai Cheong came on to her in the way witnesses for the Skramstad would say she did—that being so, it seemed to him there could be only one conclusion; and that was that the Tai Cheong was solely to blame for this collision. There was one other matter which he would allude to. His friend in his pleadings had said that this part of the Harbour was a narrow channel. He had said his Lordship would have no difficulty in coming to that conclusion. It seemed to him that that part of the case had been abandoned, because that statement made by his friend had been unsupported by any authority or by any evidence whatever. He had heard that the Straits of Messina were a narrow channel and the Thames also, but could not conceive that these had anything to do with Hongkong Harbour. He had a case here.

His Lordship—You mean the Ancona. We might not go upon that.

Mr. Morgan Phillips—I have not said, your Lordship, that it was a decision. What I said yesterday was that the assessors were of opinion that it was not a narrow channel. There was no decision in the case. With your Lordship's permission I shall read the judgment. "The assessors think that the entrance to the Harbour is not a narrow channel from a seaman's point of view, but as I am not satisfied on the evidence that the Kung Pai was on the wrong side, it is not necessary to come to a definite decision on the point, and having regard to the decision of the Privy Council in the case of the Rhonda, I should have considerable difficulty in doing so—that is to say, in coming to a decision."

His Lordship—That means in coming to a decision the same as the assessors.

Mr. Morgan Phillips—I candidly confess it never struck me in that way.

His Lordship—Well, I am inclined to think that. I do not know.

Mr. Morgan Phillips said that if that was in his Lordship's mind he would presently call his Lordship's attention to the decision in the case of the Rhonda, and hoped to be able to remove any such impression. It seemed to him that his friend, to bear out his contention that it



was a narrow channel, must adduce some evidence. The Straits of Messina had nothing to do with the Harbour of Hongkong. If necessary, if that point was pressed upon him, he would be prepared to discuss it. He thought he could call evidence to show that it was not a narrow channel and had never been regarded as a narrow channel. He was instructed that large vessels leaving the Harbour by the Lyeemun Pass kept to their port side of the channel, well up by the docks, and therefore to the north side of mid-channel. He really thought that point had gone. Having now placed the whole of the facts before the Court he would proceed to call witnesses.

Captain O. Hanssen of the Skramstad was the first witness. He deposed that she was a Norwegian steamer 729 tons net, belonging to Sandjeford. On 20th November he was bound from Amoy to Hongkong in ballast and in the evening passed through Lyeemun Pass. He was boarded outside by two Chinese. He was in charge of the ship and was on the bridge when she came through the pass. The chief officer was on the fore-castle. He gave orders to him to go there to see if everything was correct, anchors and all. An A. B. was on the look-out. The second mate was amidships. It was about sunset when they came through the Pass. The regulation lights were out before they came to Lyeemun. When they came well through the Pass he steered close in to the north shore; there were a lot of junks. Inside the Pass he steered for a light at the Admiralty Dock. He knew about this light before he came to Hongkong. They were steaming about 7 knots. He observed a steamer's light ahead about 1½ miles distant. They were the top light and green side light. These were the lights of the Tai Cheong. He also saw the top light and green light of another steamer behind the Tai Cheong; she was the Perla. Subsequently he kept the course for the Kowloon light and he observed a change in the Tai Cheong. She came over a little on his starboard bow and showed him her red light. When he saw that he ported his helm. He gave the order to port the helm and the order was carried out. He could see that by the alteration in the Kowloon light. When the Tai Cheong first showed her red light she was, he thought, about a mile distant. He on porting his helm showed the Tai Cheong his red light and he kept red to red and the Tai Cheong well clear. If the two vessels had kept upon those courses they would have passed well clear of each other. After that the Tai Cheong showed her green light and then her red. When he saw the green light open he ordered the helm hard aport and blew a short blast on the whistle and put the engines full speed astern. He himself moved the indicator, sounding two knocks, which meant "Give her all you can." He blew the whistle himself. These three things were all done as quickly as possible. The order "hard aport" was carried out; the order "full speed astern" was also carried out. When he saw the Tai Cheong alter her course and show her green light he was afraid of a collision. When the Tai Cheong opened her green she was, he thought, about four or five ship's lengths off. That was to the best of his judgment. His ship was somewhere about 245 feet long. The Tai Cheong came into collision with them, striking her at the fore-castlehead on the port bow. Her stem cut right into the Skramstad's hull. The two ships were together for some time after the collision. When the Tai Cheong struck her, she heeled over to starboard. After the collision the ships were fast together about 15 minutes, during which the Skramstad's engines were going full speed astern. The Tai Cheong appeared to him to be pulling them. During the time they were together the ships got nearer the shore. After the Tai Cheong got clear his engines still went full speed astern, which had the effect of taking the Skramstad nearer the shore. The impact took place about the break of the fore-castle, behind the collision bulkhead. Afterwards the Skramstad got aground on the Hongkong shore. It was not the case that the Tai Cheong for three minutes before the collision was under a hard aport helm, her engines going full speed astern. He heard no whistling from the Tai Cheong. After she got away from the Tai Cheong, the Skramstad

moved about two cable lengths nearer the shore. The collision took place four or five cable lengths from the shore. He had been master since 1881 and held a Norwegian certificate. He had been 18 years master with the same owners and had never had a collision before. The witness proceeded to mark on a chart the course he took in coming from the Lyeemun Pass.

Cross-examined—The course given in the preliminary act, W. by N. by quarter N. was arrived at by steering for the Kowloon light. Before sighting the Tai Cheong he had been steering on that course for a little time. He was conning the ship in himself. The two Chinese pilots were on the bridge; they were not telling him what to do. He did not ask them what course to steer; inside the Lyeemun Pass they still said things but he took no notice. He did not take any notice of the beacon to the starboard outside the Pass but passed well clear of it. He did not take any notice of the beacon inside. It was about sunset; all his lights were displayed. He could still see comparatively distant objects quite clearly. When he first sighted the Tai Cheong she was about half a point on the port bow. The Perla was a little behind the Tai Cheong on her port quarter. It was about two or three minutes before he saw the red light of the Tai Cheong. He saw the red light of the Perla a little after he saw the red light of the Tai Cheong. When he first saw the Perla's red light she was still on the Tai Cheong's port quarter. At the time she showed her red light the Tai Cheong was about a mile from the Skramstad. The Tai Cheong and the Perla appeared to be pretty close to each other. If the ships had all continued the courses they were then on the Perla would have passed the more closely of the two to the Skramstad. He made no calculation as to how far he would pass clear of the Perla, but he thought they would pass well clear. About a ship's length would have been well clear, especially in a narrow channel. As the two ships approached him, showing red lights, the Perla was clear of the Tai Cheong's port quarter. When he suddenly saw there was danger of collision and took no notice of the Perla's light in the meantime. Just after the Tai Cheong had run into them he saw the Perla's red light. He did not at any time see the Perla's green light after she showed her red. He saw all three lights of the Tai Cheong just for a little as the ship was slewed round, so that she must have turned quickly.

The Court adjourned.

Wednesday, 5th March.

Captain O. Hanssen, the master of the Skramstad, who was being cross-examined on the previous evening by Mr. Slad, when the case was adjourned, was again put in the witness-box. He deposed that he had never been in a collision, though he had had a narrow escape once. He had never been in Hongkong Harbour before. The light at Kowloon by which he steered was a bright light. He saw more than one light. The light he was steering for was, he thought, the brightest of all. It was not like a light-house light. He could see the point at Kowloon too. He had information from Captain Daniels about the lights and he had also the chart. Captain Daniels told him he would see the lights on the docks.

By His Lordship—It was a white light he was making for.

Cross-examination resumed—He saw no red lights at the docks. The Skramstad continued to go full speed astern after the collision. After the collision there was no order immediately given, but he shortly gave the order to put the helm amidships. He did not sound the bilges. The hatches were off the fore-hold and he could see the water rushing in. He went down from the bridge to the fore-castle and shouted to the captain of the Tai Cheong asking why he did not keep under a port helm. He left the ship on a boat from the Hamber. The collision bulkhead was slightly farther forward than the break of the fore-castle. He had not been down in the fore peak since the collision, but had been down in the fore hold. The ship's side was pierced a little behind the bulkhead. He could not say whether it was pierced

forward of the bulkhead. The hole was about 2 feet or 2½ feet from the bulkhead. Forward of the hole he could not say that the plates were started. He could not say what the length of the fore hold was. The angle at which the ships struck was between 30 and 45 degrees. He did not see the Perla colliding with the Skramstad. After the collision between the Skramstad and the Tai Cheong, the latter was pulling at them and both ships went astern towards the Hongkong shore, going round a little to starboard. The Tai Cheong was about the same size as the Skramstad, the greatest speed of which was a good 10 knots in ballast. While the two ships were together they went in towards the land three or four cable lengths, probably a little more. After the Tai Cheong got clear of the Skramstad she moved in farther towards the shore. The draught of the ship was between 12 and 13 feet aft then and between 7 and 8 feet forward. Fully loaded she drew 18 feet 6 inches aft and 17 feet 3 inches forward. When he was coming in and the Tai Cheong showed her red light he ported his helm and then eased it. Before the collision he was under a hard-aport helm and the engines full speed astern for a good one minute. He could not say how much her head went off in that time. The witness went on to mark on a chart the courses steered by the Skramstad, the Tai Cheong and Perla before the collision. When he saw the Tai Cheong, he continued, change from green to red he saw her three lights just for a moment as she turned round. When he went full speed astern he gave a blast on the whistle. The two Chinese he picked up outside were from two separate boats; they called themselves pilots. He had never been out to China before. The pilots came aboard one after the other. They gave him no assistance.

By His Lordship—He did not need their help until he got to the anchorage. He thought it better to have a man on board.

Re-examined—The second Chinese had a card from Messrs. Sander, Weiler, his agents.

By His Lordship—There was no deviation in the compass on that course.

T. G. Bryde, chief officer of the Skramstad on the 20th Nov., deposed that he had a master's certificate. He joined the Skramstad as first officer in April of last year. He came out to China on the Skramstad. On the evening of the 20th November he came on deck about half-past five. The ship was then entering the Lyeemun Pass. He went forward to the fore-castlehead to see that the anchors and windlass were all right. They were steering for a light at Kowloon which bore right forward. He noticed two steamers approaching them, about 1½ miles off. He saw the masthead and green lights of both vessels. They bore from a quarter to half a point on the starboard bow. On the fore-castle with him were the carpenter and a seaman. Soon after he saw the first steamer show her red light and shut out her green. After seeing that red light he noticed that the Skramstad was turning to starboard, for the Kowloon light broadened on their port bow. The Tai Cheong and the Skramstad were showing red to red. They would have gone clear of each other if they had continued on their respective courses. It did not occur to him at that time that there would be any danger of collision. The next thing he noticed was the Tai Cheong showing her green and shutting out her red light, and he could see she was turning towards the Skramstad. When he saw her green light this time she was distant about four ship's lengths—he could not say exactly. He was sure then that there would be a collision. He heard the Skramstad whistle blow one short blast and heard an answering signal from the engine-room. The engines were put full speed astern; he could tell by the vibration that they were going all that they could. The whistle was blown as soon after the green light of the Tai Cheong opened as a man could go and pull it. When he saw the green light he moved from before the windlass to the after part of the fore-castlehead. The Tai Cheong struck them on the port bow just beside the fore-castlehead, at an angle of about 45 degrees. He saw the Perla strike the Tai Cheong after the latter collided with them. The Perla struck the Tai Cheong about amidships on the port side. It was not a very hard blow. Then the Perla came on to them and struck



their starboard anchor. He did not see the Perla touch their hull. After the collision the Skramstad went over a little to starboard. If both vessels had continued on their courses they would have cleared each other, for he could see clear water between them. Their helm was not starboarded after they saw the Tai Cheong's red light. The Tai Cheong was under a starboard helm when she struck them. He heard no whistle from the Tai Cheong. When the vessels were fast together they moved towards the shore. When they got clear of the Tai Cheong they continued to move towards the shore and they sank close to it.

Cross-examined—After the vessels struck, the stern of the Skramstad turned round towards the Hongkong shore. When the Tai Cheong struck them he thought she was going full speed ahead. When she pulled out from their side she was going full speed astern. When the collision took place the Skramstad was moving forward. The Tai Cheong pushed them for a distance of about three cables. She remained stuck in the Skramstad at about the same angle at which she struck. Between the time when he saw the Tai Cheong's green light and her red light he did not pay any attention to the Perla's light. He could not tell in the least what was the distance between the Tai Cheong and the Perla. He could not give any reason for having concentrated his attention to the Tai Cheong except, he supposed that, the Perla was behind. When he first saw these two steamers they were both steering a course that would carry them across the Skramstad's bows, but he took no notice of the Perla until he saw her after the Skramstad was struck by the Tai Cheong. He heard no whistle except their own. He would have heard either the Perla's or the Tai Cheong's whistles if they had been blown. He had been down in the hold of the Skramstad since she was raised. The collision bulkhead was not started; it was situated about 20 feet from the bow. There was a solid bulkhead between the fore hold and the engine-room. When he was on the forecabin after the collision he shouted to the Tai Cheong to give them a shove ashore as the water was pouring in. The carpenter took soundings but did not report the result.

V. Fredholm, A.B. on board the Skramstad at the time of the collision, stated that he had been at sea between 11 and 12 years. On the evening of 20th November he put out the sidelights about 5.15. He then went on the forecabin to act as look-out. After going through the Pass, the ship was steering for a bright fixed light about right ahead. He noticed the green and masthead lights of the Tai Cheong on the port bow and he saw the hull of the Perla following her. The Tai Cheong altered her course and got a little on the starboard bow and showed her red light. He noticed that the Skramstad altered her course and went under her port helm. Afterwards he saw the Tai Cheong alter her course and open her green light again, and he thought there was going to be a collision. Immediately afterwards he heard a single blast of the Skramstad's whistle and an answer from the engine-room. He shouted through the ventilator to those in the forecabin to come on deck as there was going to be a collision. The Skramstad was never under a starboard helm. As the Tai Cheong came in upon them showing a green light that showed she was under a starboard helm. He heard no whistles from the Tai Cheong.

Cross-examined—The Tai Cheong and the Skramstad were going red to red when he saw the Perla's red light. If the ships had kept on their courses the Perla would have passed the nearer to them and would have been well clear—perhaps half a ship's length.

C. Cristofersen stated that he had been carpenter on the Skramstad for 14 months before the collision. On the evening of 20th November he was on the forecabin up to the time of the collision. He gave corroborative evidence to that of the two previous witnesses with reference to the approach of the two ships prior to the collision. When he saw that a collision was about to happen he put his head through a ventilator and sung out to the firemen to clear out.

Cross-examined—He never noticed the Perla at all until after the collision. An officer on

the Tai Cheong asked how much water they had in the hold and he replied that there was 10 or 12 feet. He sounded the water in the hold after the collision and found one foot of water. He reported this to the captain who ordered him to sound again and this time he found five or six feet. This was about eight minutes after the first sounding was taken. When he went on deck again he saw the Perla passing their starboard bow. He sounded again and found 10 feet. It was after that he told the people on the Tai Cheong that there were 10 or 12 feet of water in the hold.

A. Marcasson deposed that he had been on the Skramstad for 20 months as second officer. On the evening of the 20th November he came up from below a little before six o'clock. He saw the red light of the Tai Cheong broadening on her port bow. He then saw the Tai Cheong's green light opening up. As soon as that light opened he heard a short blast on the Skramstad's whistle and the captain put the telegraph indicator "Full speed astern." That was directly after the whistle. When he saw the Tai Cheong's green light he thought there would be a collision. The Tai Cheong struck them on the port quarter.

Cross-examined—He did not see the Perla's lights until she struck the Tai Cheong. They were about half a mile from the shore when the collision occurred. After the Skramstad got clear of the Tai Cheong she moved a little nearer the shore before sinking. When the Tai Cheong pulled out, the Skramstad sank six or seven feet by the bows, which brought the propeller up, but not altogether clear of the water.

Re-examined—When they got clear of the Tai Cheong they were making stern way.

By His Lordship—They floated for four or five minutes after the Tai Cheong pulled clear of them.

Thor Nass, a seaman on the Skramstad, stated he was steering the vessel from four o'clock up till the time of the collision on the 20th November. In coming through the Pass they kept to the starboard side. He saw a lot of junks in the Pass. After leaving the Pass, they had the bright light at Kowloon right ahead. He steered for that light. The witness went on to corroborate the evidence of the previous Skramstad witnesses with regard to the movements of the ships in approaching each other.

Cross-examined—It was the Chinese pilot who directed him to steer for the bright white light. In coming through the Pass the helm had to be altered to avoid junks.

The case was adjourned.

Thursday, 6th March.

P. Stevens deposed that he had been chief engineer of the Skramstad for 14 months before the collision. When she came through the Lyeemun Pass he was on deck and remained there until the collision took place. He proceeded to corroborate the evidence given by previous Skramstad witnesses as to the appearance of the Tai Cheong's lights and the movements of the two steamers before they collided. After the collision and when the Skramstad's propeller came out of the water as she sunk by the bows he stopped the engines. The Skramstad had stern way on her even after the engines were stopped.

Cross-examined—In entering the Harbour they were under moderate steam and the engines were making 56 or 57 revolutions. When they were put full speed astern, the number of revolutions was about 70 or 72.

Captain O. Hanssen, re-called, stated in reply to Mr. Slade that he had no idea how far the Tai Cheong cut into his ship. He could not say whether it was more than half an inch but it was not 10 yards, for that was more than the width of the ship there. He could not say whether the distance which the Tai Cheong cut into was 5 yards; he had no idea as to that. He did not exactly know where he was going to anchor when he got into the Harbour; he did not, however, intend to go inside the Harbour among the ships. He did not have any communication with the Chinese pilot about anchorage.

M. Merck, second engineer of the Skramstad, who was on duty in the engine-room at the time

of the collision, gave evidence regarding the receipt of the order "full speed astern" and the reversing of the engines. The engines were going full speed astern from 5.45 till 6.7, when they were stopped, the propeller being out of the water. He was below until the engines were stopped.

After other evidence, Mr. Morgan Phillips addressed the Court, and the case was adjourned.

Friday, 7th March.

Mr. Slade having addressed the Court, His Lordship intimated that he would reserve his judgment.

The Court adjourned.

The Perla case will come up for hearing to-day.

## REVIEW.

*The East of Asia Magazine.* A non-political illustrated quarterly. Shanghai: North-China Herald Office.

SOME weeks ago we briefly noticed the German edition of a new quarterly magazine devoted to Far Eastern subjects, under the title of *Der Ferne Osten*. We have now before us the English edition, which is substantially the same with the change in the language of the letterpress. We must note, however, that the English edition contains only 60 pages as against the German edition's 104. This is principally accounted for by the absence in the former of the translation of a four-act play *The Cattle-butcher's Retribution*, which appears with numerous illustrations in the German magazine, but is represented only by a coloured plate and one page of description in the English. The other omissions are slight. In partial compensation, there is an article by Mrs. Timothy Richard on "Chinese Social Customs." *The East of Asia Magazine* remains a valuable and interesting volume to all who feel the attraction of things Chinese, and the topographical section of the publication should give it a substantial merit in the eyes of the foreign resident in the Far East. We have already noted, in our review of *Der Ferne Osten*, the main features of the first number. Dr. A. H. Smith's "New Peking" is finely illustrated and excellently descriptive. For some reason the titles of the illustrations are omitted, as is not the case in the German edition. Mr. Voskamp's "Story-teller in China," Mr. Odontius's "Chang Chih-tung and the Reform Movement in China," and Mrs. Richard's "Chinese Social Customs" offer a variety of reading; and the series of articles on Russia, Great Britain, and Germany in China, as illustrated by the Settlements at Port Arthur, Weihaiwei, and Kiaochau, is of permanent value. We hope to have an opportunity of alluding to these again. In conclusion we trust that the enterprise of the promoters of this new magazine will be rewarded by the sale it deserves. The publication is at the same time ornamental and highly serviceable—a by no means common combination of qualities, and no more than \$1.50 a number is asked for it.

An enquiry has been opened into the circumstances attending the death of Hong Ping, the Chinese diver who was suffocated on the 22nd inst., whilst guiding piles in thirty feet of water at the Naval Yard extension. This is the second fatality of the kind within a recent period. Mr. F. A. Hazeland, Police Magistrate, is conducting the enquiry, and in addition to the exhaustive evidence to be taken, all the appliances used in connection with diving have been brought into Court.

The four days' manoeuvres in the New Territory in which most of the troops in the Garrison have been engaged, concluded yesterday when "B" force (defending) returned to barracks. The attacking troops came from the direction of Taipoh, their object being to penetrate the defence holding the high hill behind Kowloon. Some very valuable lessons for the defence scheme of the hinterland from an attack overland will no doubt be learnt when the umpires' reports from both sides have been collected. The weather, though very threatening at times, favoured the operations throughout. The defence force came in to-day.



## CRICKET.

H.K.C.C. v. XX OF HONGKONG  
PUBLIC SCHOOLS.

The match on the Cricket Ground on the 1st inst. was the H.K.C.C. v. XX of Hongkong Public Schools. The game calls for little comment. The bowling of the Public Schools was fair, for, seeing that 180 went up with only 3 wickets down and that the whole innings of the Club eventually reached no more than 248, the out side had no cause to complain. Their 29 men in the field of course kept the runs down considerably. But when it came to batting, a complete fiasco resulted. J. Witchell alone showed knowledge of cricket, and the rest went out in a dismal procession before the attack of Dixon and France-Hayhurst. A hollow victory for the Club by 192 runs was the termination. A notable incident in the match was a six-hit into the Parade Ground by Goldring, who went in last for the Club. Score and analysis:—

H.K.C.C.	
Lt. France-Hayhurst, R.W.F., c J. Witchell, b Pestonji	11
Capt. Kriekenbeek, 22nd B.I., c Hertton, b Lammert	108
W. Dixon, c J. Remedios, b Pestonji	12
Major Wynne, R.G.A., c L. A. Rose, b Hertton	22
J. Hooper, c Lammert, b Pestonji	47
Lt. Raymond, R.N., b Lammert	1
Lt. Edmundson, R.G.A., b Brawn	8
Lt. Venables, R.W.F., b Brawn	6
Rev. Good, R.N., b Pestonji	16
J. Brown, run out	0
P. W. Goldring, not out	10
Extras	7

Total		248
HONGKONG PUBLIC SCHOOLS.		
E. B. Hertton, b France-Hayhurst	0	
E. S. Ford, b Dixon	0	
J. Witchell, b France-Hayhurst	18	
A. O. Brawn, b Dixon	0	
J. Pestonji, c Good, b Dixon	8	
I. I. Remedios, b Dixon	1	
L. A. Rose, c Good, b France-Hayhurst	5	
L. E. Lammert, c and b France-Hayhurst	2	
S. A. Ramjahn, b Dixon	1	
J. L. Stewart, c France-Hayhurst, b Dixon	0	
R. Bassa, st Venables, b France-Hayhurst	0	
A. E. Asgar, c Edmondson, b Dixon	4	
J. V. Remedios, b Dixon	2	
L. M. P. Remedios, b France-Hayhurst	6	
L. A. Almada e Castro, b France-Hayhurst	0	
R. C. Witchell, b France-Hayhurst	1	
H. Taylor, not out	2	
—Benning, b Dixon	0	
E. Abraham, b Dixon	2	
D. Ramjahn, b France-Hayhurst	0	
Extras	4	

Total 56

## BOWLING ANALYSIS.

H.K.C.C.				
	O.	M.	R.	W.
Pestonji	15.3	—	70	4
Brawn	22	3	64	2
Hertton	10	—	52	1
L. E. Lammert	11	—	49	2
Ford	3	—	6	—

HONGKONG PUBLIC SCHOOLS.				
	O.	M.	R.	W.
France-Hayhurst	10	2	27	9
Dixon	9.3	3	25	10

## FOOTBALL.

## SHIELD COMPETITION—SEMI-FINAL TIE.

A record crowd was present on the football ground on the 1st inst. to witness the struggle in the semi-final for the Shield. Both teams were well supported, but the *Glory* were the favourites. The sun was very strong, and it was evident that the team which lost the throw and had to face the strong glare would be severely handicapped. Luck lay with the Club, who won the toss and defended the west goal. The teams were:—

Club—Goal, Kew; backs—Russell and Macdonald, R.A.; half-backs—Howard, Bonnar, and Jenkins; forwards—Lowe, Lee, Graham, Danby and Clarke.

*Glory*—Goal, Morgan; back—Sherbrooke and Urquhart; half-backs—Matthews, Watson and Wade; forwards—Dowson, Hanford, Milford, Moore, and Cottel.

Referee—Mr. Cook, H.M.S. *Terrible*.

The *Glory* set the ball in motion, and Macdonald was the first Club man to whom fell the task of clearing; Clark, with his partner Danby, followed with some nice short passing that carried the Club forwards into *Glory* territory. Lee captured the return, and was

cheered for his tricky work in centre. Graham made the first try for goal, sending in a long shot accurately placed, but cleverly caught on the post by Morgan. Cottel centred splendidly after a sprint up the wing, but the backs intercepted the pass and cleared in style. In the next few moments the *Glory* had returned, but Milford fluked at close quarters, and a beautiful chance was lost. Following centre play, the naval forwards made another of their dangerous rushes, and although brought up for a space they pressed so determinedly that, overcoming at last a comparatively weak opposition, they got close up to Kew, and sent the ball into the corner of the net. The goal was cheered to the echo. Centred, the leather was taken charge of by Lowe, who did not avail himself of an opportunity to shoot, and was tackled by Sherbrooke, whose arm the ball struck. It was not an intentional breach of the rules, and the referee, instead of giving the Club a free kick, "bounced" the ball. Cottel got hold of it eventually, and travelled up the wing. Jenkins stopped him, and Graham had a try for goal. Morgan relieved with a strong kick, but the siege was not raised until Danby, shooting too hard, sent the ball high over the net. Lee gave away a foul by a glaring shove, but the *Glory* did not improve upon the free kick. Soon afterwards Cottel again came to the front, and, outwitting Jenkins and Macdonald, got into position and centred. With a flying header, Hanford, as Kew tried to relieve, carried custodian and ball right into the net. Kew protested on the ground of hands, but the referee allowed the goal. With a minority of two, the Club renewed their exertions, and time and again Morgan was called upon to save, each time responding in a manner that gained him loud applause. Lowe, Graham, and Danby in turn tried to find the net, but it fell to Bonnar to do so. His shot was a beauty, and it dropped plump into goal, just grazing the cross-bar. Morgan tried to stop it, but the sun was against him, and he failed. The Club broke away again on the kick-off, but the score was unaltered when the whistle blew.

Crossing over, Graham, for the Club, made the first encroachment, but the halves held him, and the territory of the home eleven was invaded. Give-and-take play ensued, Clarke being the first to alter matters. He centred well, but in taking Graham's return shot he got off-side and threw away the chances of the Club to equalise. Graham almost managed it with a long shot that was caught by Morgan as cleverly as it had been delivered. Russell was called upon to reply to a cross shot from Cottel, and conceded a corner which was not improved. Sherbrooke turned a dangerous rush with advantage, but a few moments later, following another break-away by the Club's forwards, Morgan ran out to do the work of the backs, tumbling over one and leaving an absolutely open goal that was only saved from disaster by the halves. Beating Graham and Bonnar, Watson tried a long shot which the forwards, clustered near Kew, were waiting to follow up, but Russell was there first and cleared magnificently. Macdonald performed an equally valuable service against Cottel, who had taken up a long pass from Milford, but the back unintentionally gave away a corner, which, like the preceding one, remained unconverted. The equaliser almost came in a shot from well out by Lee which struck the tips of Morgan's fingers and dropped at his feet; he cleared in time, and an exciting bombardment of the Club's goal followed a fine run up the field, relief being found only when Milford sent the ball over the bar. Danby, who had retired to the pavilion some little time previously owing to a hurt, was cheered on re-entering the field. The game was stopped later through a slight injury to Howard, who fell on his wrist, but was soon able to resume play. The Club, with time limited and the equaliser still to record, now tried some long shooting that seemed to disconcert their opponents. Lowe and Lee each topped the net, and Graham, following up an attack, went off-side: he got the ball through, but the referee's whistle had already sounded. The *Glory* also lost a goal through Moore being off-side: Milford had just shot, and the ball striking the bar rebounded into play; Moore was following it up when he committed

his mistake. About five minutes from time the *Glory* began to press, and twice almost found the net. Russell accounted for the first shot by upsetting the player, and Kew cleverly caught the second. Another free kick for off-side was given away by Cottel, but the Club, try as they might, could not get the better of the visitors. Morgan had a lot of luck, and caught a fine dropping shot just as the whistle blew.

Result—*Glory*, 2; Club, 1.

After such excellent play on both sides, it would be unfair to criticise. The Club were never in better form, but they were no match for the *Glory*, who are a wonderful lot with the ball. A meeting between the *Terrible's* team and that of the *Glory* would be interesting. Opinion favours the former. Bonnar's shot was a lucky one, and probably no one was more surprised than himself when it found the net. Generally speaking, Morgan was lucky in goal, shots mostly dropping right into his hand. He is a splendid custodian, though, and proved it on several occasions. The *Glory* supporters, of course, gave their usual imitation of the pealing of bells when their favourites got the ball through.

The *Glory* will meet "A" Company of the Fusiliers probably next Saturday. On the form shown by both teams, the game should be even better than the above.

## HONGKONG VOLUNTEER CORPS.

The third annual dinner of "C" Machine Gun Co. was held in the Hongkong Hotel on the 1st inst., when fifty-two members of the Company and their guests sat down to do justice to the good cheer supplied by Mr. Haynes. After the usual loyal toasts had been honoured, and some statistics given by the Commanding Officer as to firing, drill, &c., "Our Visitors" was given by Lieut. G. P. Lammert in a humorous speech, which drew laughter and applause, and the replies thereto made by Capt. Forbes, H.K.V.C., and Mr. A. Cunningham: the latter gave some pleasant reminiscences of volunteering in Shanghai and at home, and of his own experience of the Spanish Volunteers, who with all their patriotism would not appear to be very efficient with their firearms. At the conclusion of the speeches, Mr. Lammert in the name of the Company presented a handsome silver salver with a set of silver salt-cellars to Capt. J. H. Underwood "as a token of esteem on the occasion of his marriage," which that officer acknowledged in fitting terms, thanking the Company for their thought of him, and hoping he would find them still in Hongkong and members of "C" Co. on his return, and as keen to assist him in making their particular unit a success as they had been in the past.

The rest of the evening was spent in the usual manner with song and story, the contributors to which, amongst others, were Mr. A. Cunningham ("Down among the Dead Men"), Mr. Lammert ("Let me like a Soldier fall"), Sergt. Terrill ("Out on the Deep"), Mr. G. F. Williams, and Mr. McKinlay ("Will ye no' come back again")—the last of which was received with vociferous applause, the majority of the Company being Scots.

During the course of the evening the Keswick cups won by Sergt. Sherwin and Corpls. Shoolbred and Gloyn were presented, and a very hearty "send off" accorded to the senior sergeant of the Company, D. Smillie, who leaves for home in the course of the week.

The annual inspection of the Volunteer Corps will be made by H.E. Major-General Gascoigne on Saturday, 22nd inst., at Causeway Bay.

Marquis Ito only paid a short and quiet visit to Shanghai on the 22nd ult., on his way to Japan. He was met at Woosung by his Consul and stopped at the Consulate until Sunday afternoon, when the *Kiautschou* left.

The following is from the Shanghai Health Officer's report for January:—Efforts are being made to prevent excavations being made for the purpose of raising building-sites which may cause the formation of pools of stagnant water within the Settlements. Two men were sentenced to 50 blows each at the Mixed Court for making such excavations.



## ROYAL HONGKONG YACHT CLUB

On Sunday, the 23rd February, the following boats turned out to race for a cup presented by the Officers, R.E.

		allows	
Alannah			
Bonito			
Colleen		3 minutes	
Erica			
Min		4	30
Iris		6	30
Maid Marian		8	30
Chanticleer			
Gloria		9	30
Meteor		22	30
Gazelle			

The course was round the white buoy, N.E. of Stonecutters' port; Stonecutters' starboard; mark boat off Chung Hue, port; north Fairway buoy, port; distance 2 miles.

There was a strong breeze from the East which held throughout the race. Erica was first across the line 15 secs. after the gun; Iris 10 secs. later out by the mark boat; the rest about 40 secs. behind Iris in a bunch, among whom Chanticleer caused some confusion by gybing. On the reach to the buoy, Erica increased her lead from the rest, but Iris being blanketed by each boat in turn dropped behind. About half-way, Chanticleer Meteor and Maid Marian passed Bonito and passed Min and Gazelle. At the buoy Erica came up on Alannah; Iris and Colleen closed up to Bonito; Gloria was 1 min. 10 secs. ahead of Maid Marian, Alannah 2 mins. behind; Chanticleer and Meteor half a minute later with a lead of 2½ minutes from the rear boats, Min and Gazelle. On the run to the mark boat, Maid and Alannah closed up to Erica, the latter passing her just before the mark; the rest of the fleet opened out, and the times at the mark were:

	H.	M.	S.
Alannah	1	52	55
Erica	1	53	05
Maid Marian	1	53	20
Chanticleer	1	55	50
Bonito	1	56	00
Iris	1	56	30
Colleen	1	56	45
Gloria	1	58	25
Min	1	58	25
Gazelle	1	58	25

Beating to fairway buoy, Alannah gradually drew away from the rest; Bonito and Colleen came up to third and fourth places, but never looked like winning. Maid Marian close up seemed well within her time, but lost the race by keeping over towards Stonecutters under the lee of Kowloon Peninsula and coming out before reaping the advantage of the tide. Alannah kept up the Fairway, getting a lee bow tide for a short time; Erica went in towards Hongkong shore and lost considerably; she would have had an exciting race with Alannah if she had followed her. Towards the finish Gazelle appeared dangerous, but wind was not quite strong enough to suit her and Alannah won a good race by a minute and a half from the second boat, Maid Marian.

Times at the finish:—

		Finished			Net		
		H.	M.	S.	H.	M.	S.
Alannah	...	2	57	00	2	57	00
Maid Marian	...	3	7	07	2	58	37
Gazelle	...	3	21	19	2	51	49
Erica	...	3	2	16	2	59	16
Iris	...	3	6	00	2	59	30
Chanticleer	...	3	8	50	3	0	20
Bonito	...	3	4	07	3	1	00
Colleen	...	3	4	07	3	1	06
Gloria	...	3	9	18	3	1	28
Min	...	3	16	26	3	11	56

Meteor gave up about half-way to North Fairway buoy.

About one o'clock yesterday morning two Chinamen attempted burglariously to enter Medway House, the residence of a Chinese gentleman, situated in Kennedy Road near the Union Church. They gained entrance to the grounds by climbing over from the adjoining house, but were alarmed by the coolies on the premises, and beat a retreat. Their identity was not discovered, and they are consequently secure from arrest so far.

## HONGKONG CHESS CLUB.

The attempt to infuse some more energy into the local Chess Club has succeeded, it would seem, to a gratifying extent, and a number of new players have joined this season, rendering the financial position satisfactory. The Club has suffered heavily by the departure from the Colony of a number of its best amateurs, including Colonel The O'Gorman, Mr. H. E. Pollock, K.C., and Mr. G. M. Discombe, while it will be learnt with regret that Mr. C. A. Montalto de Jesus is also leaving. However, some strong players have recently joined, among whom are Messrs. A. V. Reynolds and R. H. Newborn; the probable return of Mr. H. E. Pollock, a former champion, is welcomed by Hongkong chessplayers. The tournament for the Club championship, the winner to play the present holder of the cup presented by Mr. Pollock in 1899, has reached its second stage, De Souza having to meet Moses, and Chase to meet Reynolds in the semi-final round. In the classification tournament the principal scores now stand as follows:—Sergeant 8 won, 0 lost; Dannenberg, 6½ won, 3½ lost; De Souza, 5 won, 1 lost; Newborn, 5 won, 3 lost; De Jesus, 3 won, 3 lost; Raymond, 2 won, 3 lost.

## POLICE ANNUAL MUSKETRY COURSE.

## PRESENTATION OF PRIZES.

Two companies of European and Indian police paraded on the compound at the Central Police Station at 3 p.m. on the 28th ult. in connection with the ceremony of presenting the prizes to the successful competitors in the annual musketry course. The ranges used are 100, 200, 300 and 400 yards, and firing is conducted under the new regulations, the points for a bull's eye being 4, for a centre, 3, and for an outer, 2. The positions are standing, kneeling, sitting, and prone, and the number of rounds per man is forty-two:—100 yards—7 rounds standing; 200 yards—7 rounds standing, 7 rounds kneeling; 300 yards—7 rounds kneeling, 7 rounds prone; 400 yards—7 rounds prone.

Acting Captain Superintendent Badeley handed the trophies to the winners, whose names, with their aggregate scores and the prizes they received, are as follows:—

Best shot, crown and crossed guns—Sergeant Lamont, 136. Cup presented by Mr. F. J. Badeley.

Sergeant Cameron, 136. Cup presented by Inspector McLennan.

Constable Wiley, 135. Whisky flask.

Sergeant Ritchie (best shot last year), 134. Silver cigarette case.

Constable Hedge, 134. Silver tobacco box.

Sergeant Gourlay, 129. Gold scarf-pin.

Sergeant Grant, 129. Silver card-case.

Amongst the Indians the seven highest were:—

I. P. C. 559, 131. Cup presented by Mr. F. J. Badeley.

I. P. C. 586, 118. Silver watch and chain.

I. P. C. 671, 126. Silver watch.

I. P. C. 621, 125. Silver-mounted walking-stick.

I. P. C. 523, 124. Silver watch-chain.

I. P. C. 821, 122. Walking stick.

Sergeant-Major Goalab, 122. Walking-stick.

With regard to the rejoicing in Japan over the Anglo-Japanese Alliance, the Tokyo correspondent of the *N. C. Daily News* wrote on the 24th ult.:—In connection with the Anglo-Japanese Alliance all the principal towns in Japan are organising public rejoicings, the prominent feature of which is that the leadership is taken by business men, who evidently regard the alliance as a guarantee of peace and of the consequent development of trade and industry. Great preparations are being made everywhere to welcome Marquis Ito on his return, but it is not anticipated that there will be any Ministerial changes. The Anglo-Japanese Alliance has brought a great access of prestige to the existing Cabinet, which has already won public applause because of his clever manipulation of the political parties in the Diet.

## THE CATHEDRAL CHAPLAINCY.

We take from the current number of *S. John's Cathedral Church Notes* the following interesting interpretation of Section 9 of Ordinance No. 8 of 1899:—

In view of the interpretation of this section of the Cathedral Ordinance lately made by the Church Body and given in the *Notes* for last month, we venture, with all deference due to that interpretation, to make the following comment. The section stands thus:—

9.—“All matters connected with the religious services of the Church or the rites and ritual thereof shall be under the immediate direction and management of the Chaplain for the time being, subject, nevertheless, to the control of the said Bishop for the time being”;

and the point which has been much discussed both before and since the disestablishment of the Church, and which has been brought into prominence by the recent interpretation by the Church Body, is the exact meaning of the words “subject to the control of the Bishop.” Not that disestablishment in itself can make the slightest difference in the relationship between a Bishop and his clergy in an Episcopal Church. That is inviolable. It was merely the occasion of the Ordinance in which this unfortunate clause stands.

What is wanted is to get at the real reason for the introduction of the clause into the Ordinance of 1892, from which it was taken without alteration for the Ordinance of 1899. It seems to us that, as they stand, the words are liable to be misunderstood, and to be read after the manner of the Church Body's interpretation. We do not speak of expediency one way or another—that is a different matter—but only of the principle, the intention, and right.

In view of the controversy which preceded the disestablishment of the Anglican Church in Hongkong, it appears to us from such records as are available, that the meaning which the word control was intended to convey is perfectly clear.

Let it be conceded that the authority for the Church Body's interpretation is a high one, and that it came from the lips of him who drafted the 1899 Ordinance. Still, it is only a private interpretation and it was “informally” asked. No more is claimed for that which is here given and which has not been asked at all!

In the original Ordinance (1892) exactly the same words were used and common sense suggests that an explanation of their meaning should be sought in the circumstance of the time, and in the controversy which had been going on about the position of the Bishop in regard to the services of the Cathedral Church of S. John. In the year 1883, when disestablishment was being generally talked of as likely to occur on the next voidance of the office of Colonial Chaplain, there were, as Sir George Bowen (then Governor) pointed out in a letter to the Secretary of State, only three Anglican clergymen in Hongkong “and not one of these is legally under the jurisdiction of the Bishop. The Naval Chaplain is under the orders of the Admiralty; the Military Chaplain is under the orders of the War Office; while the Civil (Colonial) Chaplain is under the orders of the Governor.” Sir George Bowen went on to say that he was “fully sensible of the anomaly of the Clergy of an Episcopal Church being practically free from the jurisdiction of a Bishop.” Now the proposed disestablishing Ordinance naturally sought to alter this in view of the fact that a new Civil Chaplain would no longer be subject to the orders of the Governor (which orders the then Governor was careful to point out did not in his opinion “regulate the services of the Cathedral”). How, then, did the Ordinance propose to make the alteration? By creating a body of Trustees, whose places were to be filled hereafter by election, to be called the Church Body, who should appoint a chaplain, and that this chaplain should have the “immediate direction and management of the services,” but that this immediate direction and management should be subject to the jurisdiction of the resident Anglican Bishop, and not as theretofore independent of that kind of “control.” This, we believe, is the right interpretation of the matter.



It is true that the word *control* is used and that ordinances are carefully drawn, but, in view of Sir George Bowen's letter and of existing circumstances at the time, we are persuaded that it meant neither more nor less than Episcopal jurisdiction. If it meant, as has been said, other than this, there would appear to be no meaning in the word *immediate*; for how could anything be under the immediate direction and management of one person if, "beyond the question of legality," it was necessary to obtain the "consent" of another? Such an interpretation would reduce this section of the ordinance to a contradiction of terms. Moreover, we have strong reasons for stating that Bishop Burdon, during whose Episcopate the Ordinance of 1892 was passed, and under whose licence we worked here for four years, concurred with the opinion above stated, and acted or refrained from acting accordingly. We also have it on the authority of one who made the original draft for the Ordinance of 1892, that *control* meant *Episcopal control*; and these exact words do stand in the Margin. In fact, the Gibraltar Ordinance, on which ours was based, contains the words:—

"All matters connected with the religious services shall be under the direction and management of the Colonial Chaplain, subject to the Episcopal control of the Bishop."

and it appears to us as probable that in our ordinance the word "Episcopal" was omitted to save redundancy of expression, and the word "immediate" inserted to secure for the Chaplain the direction and management of the services.

Further, in the letter referred to above, the Governor expressed the opinion that "whenever a Church Body is instituted here the Bishop should hold a position analogous to that held by the Bishops in the disestablished Church in Ireland and in most of the British Colonies." It makes no difference that the Church of S. John is called a Cathedral because it contains the Bishop's official seat. It is also the parish church, if we may so say, of the greater part of the Anglican Church people in the colony.

We are quite aware that we are only expressing an opinion, and we have no object but to arrive at a right conclusion which may be a guide to those who come after us; but we believe that the words "control of the Bishop," as used in this section of the Ordinance, meant, in the mind of the original draftsmen, as well as in the minds of those who were responsible for the Act, and that they should still mean, "Episcopal jurisdiction." Now, Episcopal jurisdiction is that which every Bishop exercises over the licensed clergy in his diocese and is the same in all places where the Church is, established or disestablished. It secures canonical obedience, and it does not give a Bishop the right to alter or control in any way the services in a particular church so long as they are lawfully conducted.

While the Cathedral Chaplain here would by courtesy and most naturally confer with the Bishop in any proposal to materially alter the services (especially in view of the Bishop's close connection with the Cathedral, and of his frequent help given there), as he would also naturally consider the wishes of the Congregation, we affirm that the Chaplain is not bound to obtain the consent of the Bishop in every matter any more than the incumbent of any parish church is bound to do so—a process which might be quite impossible on occasions when the Bishop happened to be away in some distant part of his "diocese," and which would imply that the Bishop might himself demand an alteration in the services. However, by accepting a position under the jurisdiction of the Bishop the Chaplain puts himself into line with all other clergy having the cure of souls, and remains an integral part of the organisation of the Church of England, subject to its lawful discipline and owing allegiance to his Ordinary. Thus, we confidently and emphatically assert that, having regard to the circumstances which preceded disestablishment here in 1892, the words "subject to the control of the Bishop" meant simply this: that a new civil chaplain should not be as his predecessors, the Colonial Chaplains, "free from episcopal jurisdiction;" and that, the Church Body's interpretation notwithstanding, this section of

the Ordinance still gives to the Chaplain the "immediate direction and management" of the services in the Cathedral Church of S. John, in Hongkong.

### HONGKONG.

Another lukong has been sent to prison for two months for accepting a bribe. Mr. Hallifax tried the case in the New Territory.

A sudden death occurred on board a launch in the harbour on the 5th inst. Two Russian women from Tientsin, who came down by the German mail steamer *Sachsen* and were transhipping to the *Zafiro* to go to Manila, were stepping out of their sampan on to the launch, which lay alongside the steamer, when one of them, aged about 36, suddenly fell down and expired, presumably from heart disease. The body was taken ashore and carried to the mortuary.

The return of deaths in the Colony during January last shows that 24 of the European and Foreign community (16 civilians, 4 each from Army and Navy) and 345 of the Chinese community died during that month. Chest affections accounted for 124, and malarial fever for 30. The death-rates in the principal registration-districts were:—British and Foreign civil community, 20 per 1,000 per annum; Chinese, Victoria, land 14.7, boat 14.1; Chinese, whole Colony, land 15, boat 13.2, land and boat 14.7; total civil community, 14.9. Stanley on its land population shows the very high figure of 58.5 per 1,000 per annum, owing to the occurrence of 4 deaths in a community of 820.

Mr. Osbert Chadwick, the engineering expert on the Sanitary Commission for Hongkong, arrived in the Colony on the 8th ult. by the English mail. He left Marseilles on the 31st of January by the French mail, but transferred to the *Oriental* owing to the former's breakdown. In pursuing the inquiry into the sanitary condition of Hongkong, Mr. Chadwick will act in conjunction with Professor Simpson, who has been here for some weeks. Mr. Chadwick for some years held the position of consulting engineer to the Hongkong Government, so that he will face the task set him with full local knowledge as well as with his well-known engineering skill. He is a son of Sir Edwin Chadwick, K.C.B. He joined the Royal Engineers in 1864, retired in 1873, and has subsequently practiced as a consulting engineer, principally in connection with H. M. Crown Colonies. He received the C.M.G. decoration for services connected with the Colonies.

### COMMERCIAL.

#### CAMPHOR.

HONGKONG, 7th March.—No arrivals.

#### SUGAR.

HONGKONG, 7th March.—Prices are going downward, market being weak. Quotations are:—  
Shekloong, No. 1, White.....\$8.40 to \$8.45 per cwt.  
do. " 2, White..... 7.55 to 7.60 "  
Shekloong, No. 1, Brown ... 6.05 to 6.10 "  
do. " 2, Brown ... 5.85 to 5.90 "  
Swatow, No. 1, White..... 8.35 to 8.40 "  
do. " 1, White..... 7.40 to 7.45 "  
Swatow, No. 1, Brown ... 5.95 to 6.00 "  
do. " 2, Brown ... 5.75 to 5.80 "  
Foochow Sugar Candy.....13.25 to 13.30 "  
Shekloong " .....10.25 to 10.30 "

#### RICE.

HONGKONG, 7th March.—Prices are declining, the market being quiet. Quotations are:—  
Saigon, Ordinary.....\$2.70 to 2.75  
" Round, Good quality ..... 3.80 to 3.85  
" Long ..... 4.00 to 4.05  
Siam, Field mill cleaned, No. 2 ..... 2.95 to 3.00  
" Garden, " No. 1 ..... 2.25 to 2.30  
" White..... 3.85 to 3.90  
" Fine Cargo ..... 4.05 to 4.10

#### MISCELLANEOUS IMPORTS.

HONGKONG, 7th March.—Amongst the sales reported during the week are the following:—  
YARN AND PIECE GOODS.—Bombay Yarn: 50 bales No. 6 at \$81, 50 bales No. 8 at \$87, 1,100 bales No. 10 at \$86 to \$91.50, \$91.50, 1,050 bales No. 12 at \$92.75 to \$96, 550 bales No. 16 at \$100 to \$108.75, 1,350 bales No. 20 at \$102.50 to \$117.50. Gray Shirtings: 300 pieces 8 lbs. 3 Dogs at \$3.77½. T-Cloths: 300 pieces 8 lbs. C.C. at \$3.55, 300 pieces

7 lbs. Bare at \$3.45, 300 pieces Gold Horse at \$3.40, 375 pieces 7 lbs. Red Stag at \$2.92½, 300 pieces 8 lbs. Red. Stag at \$3.20.

METAL.—Nail Rod Iron: 4,000 bundles 1½ at \$4.52½ to arrive. Round Iron Bars: 8½ piculs at \$4.45.

per bale  
Bombay—Nos. 10 to 20s.....\$78.00 to \$119.00  
English—Nos. 16 to 24.....114.00 to 120.00  
" 22 to 34.....120.00 to 128.00  
" 28 to 32.....136.00 to 142.00  
" 38 to 42.....155.00 to 170.00

#### COTTON PIECE GOODS—

per piece.  
Grey Shirtings—6 lbs. .... 2.10 to 2.20  
7 lbs. .... 2.25 to 2.50  
8.4 lbs. .... 2.90 to 3.55  
9 to 10 lbs. .... 3.70 to 4.65  
White Shirtings—54 to 56 rd. 2.40 to 2.70  
58 to 60 " 3.15 to 4.10  
64 to 66 " 4.20 to 5.00  
Fine..... 5.20 to 7.40  
Book-folds 4.30 to 6.50  
Victoria Lawns—12 yards..... 0.73 to 1.25  
T-Cloths—6lbs. (32 in.), Only 1.70 to 1.90  
7lbs. (32 " ) " 2.00 to 2.30  
6lbs. (32 " ) , Mexs. 2.00 to 2.15  
7lbs. (32 " ) , " 2.80 to 3.30  
8 to 8.4 oz., (36 in.) 3.00 to 3.55  
Drills, English—40yds. 13½ to 4.00 to 6.75  
14 lbs. .... )

#### FANCY COTTONS—

Turkey Red Shirtings—1½ to 1.50 to 4.65  
8 lbs )

#### BROCADES—Dyed

— to —

#### DAMASKS—

per yard  
Chintzes—Assorted ..... 0.08 to 0.15  
Velvets—Black, 22 in. .... 0.22 to 0.45  
Velveteens—18 in. .... 0.21 to 0.28

per dozen  
Handkerchiefs—Imitation Silk 0.25 to 2.50

#### WOOLLENS—

per yard  
Spanish Stripes—Sundry chops. 0.65 to 2.00  
Habit, Med., and Broad Cloths 1.25 to 3.00

per piece  
Long Ells—Scarlet, 7-10 lbs. 6.50 to 8.10  
Assorted..... 6.60 to 8.20

Camlets—Assorted..... 12.00 to 32.00

Lastings—30 yds, 31 inches } 12.00 to 16.00  
Assorted }

Orleans—Plain ..... 8.00 to 9.00

per pair  
Blankets—8 to 12 lbs. .... 4.00 to 8.50

per picul  
METALS—

Iron—Nail Rod ..... 4.30 to —  
Square, Flat Round Bar (Eng. 4.35 to —  
Swedish Bar ..... 6.90 to —  
Small Round Rod ..... 4.75 to —  
Hoop ½ to 11 2 in., ..... 5.90 to —  
Wire, 15 25, ..... 8.50 to —  
Old Wire Rope ..... 2.50 to —  
Pig Non..... 35.50 to 36.50  
Lead, L. B. & Co. and Hole Chop 8.40 to —  
Australian ..... 8.30 to —

per picul  
METALS—

Yellow M'tal—Mantz 14 20 oz. 38.00 to —  
Vivian's 14 20 oz. 38.00 to —  
Elliot's 14 20 oz. 38.00 to —  
Composition Nails..... 61.00 to —  
Japan Copper, Slabs..... 39.00 to —  
Tin..... 68.50 to —

per box.  
Tin-Plates ..... 8.00 to —

per cwt. case  
Steel ½ to ¾ ..... 5.90 to —

SUNDRIES—

per picul  
Quicksilver ..... 171.00 to —

per box.  
Window Glass ..... 6.50 to —

per 10-gal. case  
Kerosene Oil..... 2.05 to —

#### VESSELS ON THE BERTH.

FOR ANTWERP.—*Sunuki Maru* (str.), *Tamba Maru* (str.).  
FOR LONDON.—*Ballarat* (str.), *Tamba Maru* (str.), *Dardanus* (str.), *Ulysses* (str.), *Antenor* (str.), *Bombay* (str.), *Diomed* (str.), *Machaon* (str.), *Sanuki Maru* (str.).  
FOR LIVERPOOL.—*Tydeus* (str.), *Prometheus* (str.).  
FOR MARSEILLES.—*Sydney* (str.), *Sanuki Maru* (str.), *Konigsberg* (str.), *Tamba Maru* (str.), *Manchuria* (str.).  
FOR BREMEN.—*Kiautschou* (str.), *Sithonia* (str.).  
FOR HAVRE AND HAMBURG.—*Konigsberg* (str.), *Adria* (str.), *Saxonia* (str.), *Bamberg* (str.), *Segoria* (str.), *Armenia* (str.).  
FOR GENOA.—*Armenia* (str.).  
FOR TRIESTE.—*Trieste* (str.).



FOR VICTORIA, B.C.—Tacoma (str.), Iyo Maru (str.), Riojun Maru (str.), Kinshui Maru (str.).  
 FOR VANCOUVER.—Empress of Japan (str.), Tartar (str.).  
 FOR SAN FRANCISCO.—Arab (str.).  
 FOR NEW YORK.—Hudson (str.), Aragonia (str.).  
 FOR PORTLAND (Or.).—Strathgyle (str.).  
 FOR AUSTRALIAN PORTS.—Tsinan (str.), Eastern (str.).  
 FOR SINGAPORE AND BOMBAY.—Tientsin (str.).  
 FOR BOMBAY, VIA SINGAPORE AND COLOMBO.—Kagoshima Maru (str.).  
 FOR SINGAPORE, PENANG AND CALCUTTA.—Kumsang (str.).  
 FOR BOMBAY, VIA SINGAPORE AND PENANG.—Bisagno (str.).

### SHARE REPORT

HONGKONG, 7th March.—Business generally continues dull and there are few features of importance to report. Most of the principal stocks continue to be neglected.

BANKS.—Hongkong and Shanghai have been booked to a small extent at \$595, and more shares can probably be procured. Nationals can be placed at \$26 ex the dividend of 3/1½ per share, and ex 1/10 5-16 = \$1.68, paid on the 3rd instant.

MARINE INSURANCES.—Unions have jumped to \$370 with sales and further buyers. China Traders have sold at \$55½ and \$55 and more shares can be obtained at the lower rate. Cantons have sold at \$162½ and are in further request.

FIRE INSURANCES.—Hongkongs are obtainable at \$360 ex the dividend of \$35 per share for 1900 paid on the 7th instant. China Fires are wanted at \$83 ex the dividend of \$6 per share for 1900, paid on the 7th instant.

SHIPPING.—Hongkong, Canton and Macao steamboats have sold largely at \$33 and continue in request. Indo-Chinas after dropping to \$135 have recovered somewhat and are now in request at \$137½. China Manilas have further declined to \$45 sellers for the old issue; the new issue is obtainable at \$5. Douglasses can be purchased at the reduced rate of \$42. Star Ferries (old) continue in request at \$24; the new shares are or offer at \$9. China Mutuals unchanged. Shell Transports have sellers at £2.

REFINERIES.—China Sugars have been parted with down to \$135, but are firmer again at \$138½ buyers. Luzons can be procured at \$32.

MINING.—Punjoms have sold at \$4½ but are since a little firmer at \$4½ with probable buyers. Charbonnages are quiet at \$515 ex the interim dividend of frs. 30 per share on account of 1901 paid on the 5th instant. Jelebus continue on offer at \$4, and Raubs are obtainable at \$8½.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been placed at \$265 and \$262½, and there are probable sellers of a few more shares at the latter rate. Hongkong and Kowloon Wharves are obtainable at \$94. New Amoy Docks continue in request at \$30.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands are quiet at the reduced rate of \$178. Kowloon Lands have been booked at \$30, and West Points at \$59. Humphreys Estates have been done at rates varying between \$12½ and \$12½, closing with buyers at \$12.65. Hongkong Hotels have improved and close with sales and further buyers at \$138. Oriente Hotels continue on offer at \$50.

COTTON MILLS.—Hongkong Cottons have been booked at \$14½, but are since weaker with sellers at \$14. There are no changes to report in quotations for the Northern stocks.

MISCELLANEOUS.—Manila Investments continue out of favour, and our quotation has been reduced to \$30 on the reported willingness of a small holder to sell at this rate. Green Island Cements have been sold at \$22½ and \$22, closing with a few shares obtainable at the latter rate. Ropes have been booked at \$157½ and \$155, and are now in the market at \$150. Ices continue to improve and can now be placed at \$215. United Asbestos (ordinaries) can be procured at \$10; founders' shares have jumped to \$175 with buyers. China Providents can be bought at \$9.30.

MEMOS.—Wanchai Warehouse and Storage Co., Ltd., in Liquidation, extraordinary general meeting on the 10th instant. Hongkong Hotel Co., Ltd., ordinary half-yearly meeting on the 11th instant. Hongkong and Kowloon

Wharf and Godown Co., Ltd., ordinary annual meeting on the 20th instant; transfer books close on the 10th instant. China Sugar Refining Co., Ltd., and Luzon Sugar Refining Co., Ltd., ordinary annual meeting on the 27th inst.; transfer books closed from the 13th instant. Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
<b>Banks—</b>		
Hongkong & Shanghai	\$125	\$595, sellers £1 don, £63 ex d.
China & Japan, ordy.	£4	£1.
Do. deferred	£1	nominal.
Natl. Bank of China		
A. Shares	£8	\$26, ex div., buyers
B. Shares	£8	\$26, ex div., buyers
Foun. Shares	£1	\$10, sellers
Bell's Asbestos E. A.	£1	\$1, buyers
Campbell, Moore & Co.	\$10	\$21, buyers
China-Borneo Co., Ltd.	\$15	\$28½, ex div., sellers
China Light & Power Co., Ltd.	\$20	\$20.
China Prov. L. & M.	\$10	\$9.30, buyers
China Sugar	\$100	\$138½, buyers
<b>Cigar Companies—</b>		
Alhambra Limited	\$500	\$500, nominal.
Philippine Tobacco Invest. Co., Ltd.	\$50	\$50, sellers
<b>Cotton Mills—</b>		
Ewo	Tls. 100	Tls. 45.
International	Tls. 100	Tls. 30.
Laon Kung Mow	Tls. 100	Tls. 50.
Soychee	Tls. 500	Tls. 150.
Hongkong	\$100	\$14½, sellers
Dairy Farm	\$6	\$12, buyers
Fenwick & Co., Geo.	\$25	\$41, ex div.,
Green Island Cement	\$10	\$22, sellers
H. & C. Bakery	\$50	\$45.
Hongkong & C. Gas	\$10	\$140, buyers
Hongkong Electric	\$5	\$13½, sales
H. H. L. Tramways	\$100	\$330, buyers
Hk. Steam Water boat Co., Ltd.	\$5	\$8.
Hongkong Hotel	\$50	\$138, buyers
Hongkong Ice	\$25	\$215, buyers
H. & K. Wharf & G.	\$50	\$94, sellers
Hongkong Rope	\$50	\$150, sellers
H. & W. Dock	\$50	\$62½.
<b>Insurance—</b>		
Canton	\$50	\$162½, sales & buy.
China Fire	\$20	\$83, ex div. buyers
China Traders'	\$25	\$55, sellers
Hongkong Fire	\$50	\$360, ex div.
North China	\$25	Tls. 190, buyers
Straits	\$20	nominal.
Union	\$50	\$370, buyers
Yangtze	\$60	\$134½.
<b>Land and Building—</b>		
Hongkong Land Inv.	\$100	\$178.
Humphreys Estate	\$10	\$12.65.
Kowloon Land & B.	\$30	\$30, sales
West Point Building	\$50	\$59, sales
Luzon Sugar	\$100	\$32, sellers
Manila Invest. Co., Ltd.	\$50	\$30, sellers
<b>Mining—</b>		
Charbonnages	Fcs. 250	\$515, ex div.
Jelebu	\$5	\$4, sellers
Queen's Mines, Ltd.	25c.	4 cents.
Olivers Mines, A.	\$5	nominal.
Do. B.	\$4½	nominal.
Punjom	\$10	\$4½.
Do. Preference	\$1	\$1½, sellers
Raubs	18	\$8½, sellers
New Amoy Dock	\$6½	\$30, buyers
Oriente Hotel, Manila	\$50	\$50, sellers
Powell, Ltd.	\$10	\$9, sellers
Robinson Piano Co., Ltd.	\$50	\$50, nominal
<b>Steamship Coys.—</b>		
China and Manila	\$50	\$45, sellers
China Mutual Pref.	\$5	\$5, sellers
Do. Ordinary	£7.10	£7.10s., buyers
Do. Bonus	£5	£5, sellers
Douglas Steamship	\$50	\$42, sellers
H. Canton and M.	\$15	\$38, buyers
Indo-China S. N.	£10	\$137½, buyers
Shell Transport and Trading Co.	£1	£2, sellers
Star Ferry	\$10	\$2½, buyers \$9, sellers
Tebrau Planting Co.	\$5	\$1.
United Asbestos	\$4	\$10, sellers
Do.	\$10	\$175, buyers
Universal Trading Co., Ltd.	\$5	\$20, sellers
Watkins Ltd.	\$10	\$10.
Watson & Co., A. S.	\$10	\$15.

VERNON SMYTH, & Brokers.

SHANGHAI, 26th February (from Messrs. J. P. Bisset & Co.'s Report). A good general business has been transacted during the week at steady rates. SHIPPING.—Indo-China S. N. Co. Cash shares changed hands at Tls. 105, the market closing quiet with sellers. The following are the settlements:—Tls. 106-107 March, 108.50, 107 and 107.50 April, 110 May, 110.50 June, 111 July, 110 September. Shell Transport and China Mutual shares are offering. MINING.—Chinese Engineering and Mining Co., Ltd. In the early part of the week shares sold at Tls. 9.80 for cash and 28th inst., but rates receded to 9.30, 9.40 and 9.50 cash and the market closes week. The following are the settlements: Tls. 9.90 and 9.40 March, 10.05 and 10.10 April, 10.10, 10.4½, 10.10 and 10.00 June. Raub shares were placed at 18 cash. DOCKS, WHARVES AND GODOWNS.—S. C. Farnham, Boyd & Co., Ltd. Cash sales and for the 28th inst. took place at Tls. 263.50, 265, 263.50, market closing firm with buyers at this last figure. Settlements were made for March at Tls. 265, 267.50, April 267.50, 271.25, June 272.50, 275, July 277.50, 278.75, 280, September 287.50, 285. Shanghai and Hongkew Wharf Co., Ltd. Shares changed hands at Tls. 292.50 and 295 cash and 300 for March. LANDS.—Shanghais were placed at Tls. 113 cash (cum div.) and 109 cash (ex div.). INDUSTRIAL.—Cotton Mills are quiet. Pulp and Paper Mill shares have been in steady demand and changed hands at Tls. 110-112 for cash. Settlements were made for March at Tls. 111-113, April 113, May 114, June 115, July 116. Flour Mills sold at Tls. 47.50 ex div. and are offering. Ices were taken at Tls. 26 and are wanted. TUGS & CARGO BOATS.—Cargo Boats were placed at Tls. 137.50 and are offering. MISCELLANEOUS.—Langkat Tobacco Co., Ltd. Sales for cash and 28th inst. took place at Tls. 335. Settlements were made for March at Tls. 342.50, May 350, June 352.50. Sumatra Tobacco shares are wanted. Hall & Holtz shares changed hands at \$38, 38.50, 38 and 38. Mercurys at Tls. 55, Telephones at Tls. 61 and 60. Central Stores founder shares sold at \$40. The directors' report and statement of accounts for the year 1901 have been published for presentation at the meeting of shareholders called for 6th March. After allowing for depreciation, repairs, and bad and doubtful debts there is a net profit of \$7,950.57. The directors recommend payment of a dividend of \$1.16 per share (making 18 per cent. for the year) on 6,000 ordinary shares, which will absorb \$6,960 and carrying forward balance of \$990.57 to new account. The amount of fixed deposit with the Hongkong and Shanghai Bank has been increased to \$20,000. DEBENTURES.—Municipal 6 per cent. (1898) sold at Tls. 105, Shanghai Land Investment 5 per cent. at 98, 5½ per cent. at 97, 6 per cent. at 103 and Perak Sugar 7 per cent. at Tls. 102-103, all cum accrued interest.

MANILA, 3rd March (from Messrs. W. A. Fitton & Co.'s Report). Since issue of our circular No. 27 on 3rd ult., our Share Market has continued dull with little or no animation. TRANSACTIONS. None of importance to report. Demand quiet for almost every kind of stock, and we do not anticipate any change until money is easier. Meetings. The following were held during last month:—Banco Español Filipino: Nett profits were \$77,319.93 of which a dividend on past 6 months' working of 4 per cent. was paid, making 8 per cent. for the year; \$22,500.00 was carried to reserve fund, making this \$810,000.00 or 54 per cent. of capital, and \$17,319.93 carried forward to profit and loss account. This concern is in a sound position and has a promising future; run on more modern lines, an increased business could be done to the advantage of stockholders. Compania Maritima held their half-yearly meeting 27th ult., and whilst result was not so good as the two previous ones, it reflected credit on all concerned in management; nett profits were \$253,395.68 (on steamers \$207,983.73, and from other sources \$45,411.93) and a dividend of 10 per cent. was declared, making 20 per cent. for the year; reserve fund stands at \$263,299.93 and insurance reserve fund at \$207,881.68; whilst \$80,257.21 was charged from profits to latter fund, the account only stood at \$207,881.68 on 31/12/01, so that \$268,981.70 was expended on the repairs to nine of the steamers, and charged to fund named in accordance with articles of association. The sum of \$55,904.39 was carried forward to credit of profit and loss account. Oriente Hotel. The half-yearly meeting is called for this date. The accounts as issued to shareholders are discouraging. Under the new administration of past half-year expenses on the gross earnings were 9.33 per cent., as compared with 47.45 per cent. and 51.85 per cent. respectively on the previous ones, notwithstanding that the one under review was commenced with



a fairly clean sheet. It should be mentioned that although sundry debtors' account was written down \$10,000.00 on 30/6/01, making the item \$22,763.30, we find the account now stands at \$38,656.94, or say an increase of \$15,893.64; bank overdraft has gone up from \$1,561.30 to \$15,939.50, and creditors from \$35,480.49 to \$60,097.99 say \$14,378.20 and \$24,617.50 respectively. Mortgage was untouched and remains at \$135,000; the special loan of \$20,000 is also in *statu quo*. Fábrica de Hielo (Ice Co.). Half-yearly meeting was held 27th ult. when most satisfactory accounts of working for 6 months ended 31st December last were presented; nett profits were \$113,490.88; of latter a dividend of 10 per cent. was declared, absorbing \$25,000 and \$15,000 carried to reserve; balance was carried forward to P. & L. The company is in a strong position, and the shares worth attention of investors. General. The absence of facilities for loaning money here handicap legitimate business, and we repeat that the formation, as mentioned in previous circulars, of a Loan and Mortgage Co. strongly backed financially, is essential to an important city like this.

## FREIGHT CIRCULAR.

Messrs. Lamke and Rogge say in their freight circular dated Saturday, 1st March:—A fairly large amount of business has been transacted during the period under review, but rates of freight—though slightly firmer at the close—still leave much to be desired.

STEAM FREIGHTS:—Business from Saigon to this port is still being done on an exceedingly small scale. Rates have gradually advanced to 12 cents per picul for medium sized boats, but chartering at this figure, and as far as that goes, at the rates ruling in all other directions, leaves such a serious loss, especially to time charterers of steamers, that a rally is very much needed. Saigon to Java, several fresh settlements are on record but as anticipated, lower rates had to be accepted, if only for lack of choice of employment, and the best that could be done was 24 cents per picul for one port N.C.; in one instance a steamer even fixing for two ports without extra pay. For the Philippines, further business has come to pass, as expected, but at low rates again, ranging from 23 cents to 26 cents per picul, according to delivery. At the moment there is no more enquiry. A charter is said to have been effected Saigon to Chemulpo; details have not transpired, but the rate is supposed to be 38 cents per picul. There is nothing fresh to say as regards Bangkok business, and it is not expected now that the season will open before the latter end of this month. From Java to this a couple of fixtures are reported at 25 cents and 20 cents per picul respectively. As to the North, there is likely to be some enquiry. Newchwang-Canton within the next fortnight, but at what rates we are as yet unable to say. Produce prices are said to be higher than usual, which may be attributed to the yet existing difficulties in the way of traffic and the consequent increase in the cost of cart hire. Coal freights from Japan ports continue weak at \$1.60 per ton for Hongkong and \$2.80 to \$2.50 for Singapore. On monthly terms, the steamers *Heim* and *Brand* have been taken up on re-charter, both for Northern business, whilst the *Elsa* has again been chartered for the Hongay coal trade.

SAIL FREIGHTS:—Another vessel, the *Adolph Obrij*, has been taken up in New York to load here for that port, terms private; further inquiries go for June/July/August loading and shippers' idea is about 13/ per ton of 40 cubic feet.

COASTWISE:—A charter is reported Rajang to this. The German barque *Nomia* has been ordered to Astoria and the British barque *Dunslaw* to Royal Roads. The Russian s.s. *Baikal* is reported sold by private contract.

## CLOSING QUOTATIONS.

SATURDAY, 8th February.

## EXCHANGE.

ON LONDON.—	
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/10 1/2
Bank Bills, at 30 days' sight	1/10 1/2
Bank Bills, at 4 months' sight	1/10 1/2
Credits, at 4 months' sight	1/10
Documentary Bills, 4 months' sight	1/10 1/2
ON PARIS.—	
Bank Bills, on demand	2.26 1/2
Credits, 4 months' sight	2.30 1/2
ON GERMANY.—	
On demand	1.84 1/2
ON NEW YORK.—	
Bank Bills, on demand	44
Credits, 60 days' sight	44 1/2

ON BOMBAY.—	
Telegraphic Transfer	134 1/2
Bank, on demand	134 1/2
ON CALCUTTA.—	
Telegraphic Transfer	134 1/2
Bank, on demand	134 1/2
ON SHANGHAI.—	
Bank, at sight	73 1/2
Private, 30 days' sight	74
ON YOKOHAMA.—	
On demand	131
ON MANILA.—On demand.	
ON SINGAPORE.—On demand	2 1/2
ON BATAVIA.—On demand	1 9/10
ON HAIPHONG.—On demand	1 1/2
ON SAIGON.—On demand	1 1/2
ON BANGKOK.—On demand	60 1/2
SOVEREIGNS, Bank's Buying Rate	11.03
GOLD LEAF, 100 fine, per tael	57.25
BAR SILVER per oz.	25 1/2

## SHIPPING.

## ARRIVALS AND DEPARTURES SINCE LAST MAIL.

## ARRIVALS.

## March—

1, Chiyuen, Chinese str., from Canton.
1, Chiyo Maru, Japanese str., from Chefoo.
1, Kwanglee, British str., from Shanghai.
1, Kweilin, British str., from Manila.
1, Maidzuru Maru, Jap. str., from Tamsui.
1, Oceania, French str., from Marseilles.
1, Perla, British str., from Manila.
1, Pingsuey, British str., from Shanghai.
1, Saga, Norwegian str., from Bangkok.
1, Whampoa, British str., from Canton.
1, Zafiro, British str., from Manila.
1, Rambler, British gunboat, from Canton.
2, Ailsacraig, British str., from Moji.
2, Chunsang, British str., from Singapore.
2, Cowrie, British str., from Novorossisk.
2, Glengarry, British str., from K'ehinotzu.
2, Loongsang, British str., from Manila.
2, Riojun Maru, Jap. str., from Manila.
2, Taicheong, German str., from Manila.
2, Victoria, American str., from Tacoma.
2, Hailoong, British str., from Coast Ports.
2, Canton, British str., from Canton.
2, Loongmoon, German str., from Canton.
3, Ajax, British str., from Yokohama.
3, Crown of Arragon, Brit. str., from B'bay.
3, Laertes, British str., from Liverpool.
3, Lowther Castle, Brit. str., from Shanghai.
3, Onsang, British str., from Saigon.
3, Radley, British str., from Weihaiwei.
3, Sachsen, German str., from Yokohama.
3, Savoia, German str., from Moji.
3, Fooksang, British str., from Canton.
3, Tiger, German gunboat, from Canton.
3, Seongleong, British str., from Rangoon.
4, Dott, Norwegian str., from Bangkok.
4, Glamorganshire, British str., from London.
4, Hailan, French str., from Hoihow.
4, Hangsang, British str., from Shanghai.
4, Leicester Castle, Brit. sh., from New York.
4, Loosok, German str., from Bangkok.
4, Petchaburi, German str., from Bangkok.
5, Daigi Maru, Japanese str., from Tamsui.
5, Daybreak, Chinese str., from Shanghai.
5, Haitan, British str., from Coast Ports.
5, Hermann Menzell, Ger. str., from Saigon.
5, Morven, British str., from New York.
5, Trym, Norw. str., from Chinkiang.
5, Kwanglee, British str., from Canton.
5, Sabine Rickmers, Brit. str., from Canton.
5, Kaifong, British str., from Iloilo.
6, Annam, Danish str., from Shanghai.
6, Bamberg, German str., from Hamburg.
6, Bayern, German str., from Bremen.
6, Kalgan, British str., from Taku.
6, Michael Jebson, Ger. str., from Haiphong.
6, Phranang, German str., from Bangkok.
6, Taisang, British str., from Shanghai.
6, Tamba Maru, Jap. str., from Shanghai.
6, Thales, British str., from Hoihow.
6, Chihli, British str., from Canton.
6, Benvenue, British str., from London.
7, Catherine Apcar, Brit. str., from Calcutta.
7, C. H. Kian, British str., from Singapore.
7, Deccan, British ship, from Mauritius.
7, Friant, French str., from Kwongchauwan.
7, Haimun, British str., from Manila.
7, Hue, French str., from Haiphong.
7, Koyo Maru, Japanese str., from Haiphong.
7, Diamante, British str., from Bangkok.
8, Anping Maru, Jap. str., from Coast Ports.
8, Arab, British str., from San Francisco.

8, Bisagno, Italian str., from Singapore.
8, Bussard, German cruiser, from Singapore.
8, Hoihaó, French str., from Pakhoi.
8, Nestor, British str., from Liverpool.
8, Yuensang, British str., from Manila.
8, Glenfalloch, British str., from Singapore.
8, Ocean, British battleship, from Mirs Bay.
8, Sithonia, German str., from Yokohama.
8, Sydney, French str., from Yokohama.

## March—

## DEPARTURES.

1, Chusan, British str., for Europe.
1, Devawongse, German str., for Bangkok.
1, Elsa, German str., for Hongay.
1, Heim, Norwegian str., for Shanghai.
1, Hongwan I, British str., for Amoy.
1, Lightning, British str., for Calcutta.
1, Peiyang, German str., for Saigon.
1, Oceania, French str., for Shanghai.
1, Oriental, British str., for Shanghai.
1, Singan, British str., for Shanghai.
1, Sungkiang, British str., for Tientsin.
1, Tiger, German gunboat, for Canton.
1, Vorwarts, German str., for Shanghai.
2, Daijin Maru, Japanese str., for Swatow.
2, Eastern, British str., for Kobe.
2, Else, German str., for Swatow.
2, Haiching, British str., for Coast Ports.
2, Hanoi, French str., for Hoihow.
2, Kwanglee, British str., for Canton.
2, Sleipnor, Norwegian str., for Shanghai.
3, Brand, Norwegian str., for Nagasaki.
3, Daphne, German str., for Saigon.
3, Fooksang, British str., for Shanghai.
3, Glengarry, British str., for London.
3, Kachidate Maru, Jap. str., for Yokohama.
3, Rosetta Maru, Japanese str., for Manila.
4, Ailsacraig, British str., for Moji.
4, Ajax, British str., for London.
4, Braemar, British str., for Moji.
4, Carl Diederichsen, Ger. str., for Pakhoi.
4, Chelydra, British str., for Singapore.
4, Chiyuen, Chinese str., for Shanghai.
4, Crown of Arragon, British str., for S'hai.
4, Cowrie, British str., for Yokohama.
4, Germania, German str., for Amoy.
4, Laertes, German str., for Amoy.
4, Loongmoon, German str., for Shanghai.
4, Perla, British str., for Manila.
4, Phra C. Klao, German str., for Bangkok.
4, Progress, German str., for Tournon.
4, Sierra Miranda, Brit. ship, for Rangoon.
4, Telemachus, British str., for Amoy.
5, Chiyo Maru, Japanese str., for Chefoo.
5, Hangsang, British str., for Canton.
5, Maidzuru Maru, Jap. str., for Swatow.
5, Pronto, German str., for Hoihow.
5, Sachsen, German str., for Europe.
5, Taicheong, German str., for Swatow.
5, Whampoa, British str., for Shanghai.
5, Zafiro, British str., for Manila.
6, Chowfa, German str., for Swatow.
6, Chunsang, British str., for Canton.
6, Daybreak, Chinese str., for Canton.
6, Lowther Castle, Brit. str., for Shanghai.
6, Machew, German str., for Bangkok.
6, Morven, British str., for Shanghai.
6, Petrarch, German str., for Saigon.
6, Pingsuey, British str., for Saigon.
6, Radley, British str., for Kutchinotzu.
6, Sabine Rickmers, Brit. str., for Swatow.
6, Saga, Norwegian str., for Bangkok.
6, Taisang, British str., for Canton.
7, Annam, Danish str., for Saigon.
7, Arnold Luyken, German str., for Saigon.
7, Bayern, German str., for Shanghai.
7, Canton, British str., for Shanghai.
7, Chihli, British str., for Saigon.
7, Furst Bismarck, Ger. flagship, for W'sung.
7, Glamorganshire, Brit. str., for Shanghai.
7, Hailoong, British str., for Manila.
7, Haitan, British str., for Swatow.
7, Kalgan, British str., for Canton.
7, Kumsang, British str., for Calcutta.
7, Kwanglee, British str., for Shanghai.
7, Kweilin, British str., for Shanghai.
7, Loongsang, British str., for Manila.
7, Nassovia, German str., for Calcutta.
7, Oceania, German str., for Sydney.
7, Petrarch, German str., for Saigon.
7, Salamanca, British str., for Amoy.
7, Taisang, British str., for Canton.
8, Amaur, Russian cruiser, for Nagasaki.
8, Decidee, French gunboat, for Canton.
8, Endymion, British cruiser, for Amoy.
8, Tacoma, British str., for Tacoma.
8, Tamba Maru, Japanese str., for London.
8, Tiger, German gunboat, for Tsingtau.



8, Tsinan, British str., for Sydney.  
 9, Bamberg, German str., for Yokohama.  
 9, Benvenue, British str., for Nagasaki.  
 9, Cheang H. Kian, British str., for Swatow.  
 9, Daigi Maru, Japanese str., for Swatow.  
 9, Dr. H. J. Kiaer, Norw. str., for Saigon.  
 9, Hangsang, British str., for Swatow.  
 9, Hue, French str., for Kwongchauwan.  
 9, Savoia, German str., for Moji.  
 9, Thales, British str., for Swatow.

## PASSENGERS LIST.

## ARRIVED.

Per *Chusan*, from Shanghai, for Hongkong, Messrs. E. J. Mitchell, Nelson, Mitchell, R. C. Wyse, M. I. Hart, H. A. Herbers and Rev. A. Gomes; for Calcutta, Sergt. Caldwell; for Melbourne, Mr. G. A. P. Clinton; for Adelaide, Mr. and Mrs. A. G. Nicholls and Mr. and Mrs. Beggs and infant; for London, Mr. and Mrs. McCowan and two children, Miss E. M. Stephens, Messrs. L. P. Solomon and Hallward.

Per *American Mail*, from San Francisco, &c., Mrs. E. De Gann, Mrs. H. S. Lamereaux, Mr. J. H. and Mrs. Porteous, Misses M. L. Eddy, C. Foster, C. J. Stahl, C. E. Jackson, Mr. G. J. Hoffmeister and Miss Hoffmeister, Drs. Edna L. Beck and McCauley, Messrs. F. H. Doolittle, Pierre Dubosq, T. H. Ellies, H. A. Willard, Alex. Filippini, H. Nakano, John Jackson, Hara and John E. Davis.

Per *Maidzuru Maru*, from Swatow, Mr. Hastings.

Per *Oriental*, from Hongkong, from London, Mr. and Mrs. Whitlow and infant, Mr. and Mrs. Bloke and four daughters, Mr. and Mrs. Martin, child and infant, Mr. and Mrs. Savage, child and infant, Sergt. and Mrs. Ashford, Sergt. and Mrs. Marsh and infant, Mrs. and Miss Hood, Mr. and Miss Richards, Mrs. Magowan, Lieut. Corpls. Deacon and Jenkins, Messrs. Mackay, Mitchell, Garde, Harrison, G. Ellis and Ingham; from Marseilles, Misses Ewart and Charlton, Dr. Rennie, Major Berger and Mr. Chadwick; from Brindisi, Mr. and Mrs. Colley, Messrs. Harwood, Mulliken and Pevear (2); from Bombay, Messrs. Beck, P. Meyer and Mehta; from Colombo, Messrs. Quonn (2); from Singapore, Mr. and Mrs. Williams, Messrs. H. Davey, F. Haesloop and Buckland; for Shanghai, from London, Messrs. Renison and Shirley; from Gibraltar, Mr. Mackenzie; from Bombay, Dr. Moore; from Singapore, Mr. Watson; for Yokohama, from London, Mr. and Misses (three) Worrall, Messrs. Hagon and Bishop; from Marseilles, Mr. E. B. Clegg; from Brindisi, Col. Mrs. and Miss Brinton; from Port Said, Mr. and Mrs. Zahm.

Per *Victoria*, from Tacoma, Mr. Jas. Taylor.

Per *Hailoong*, from Coast Ports, Mr. Anderson.

Per *Perla*, from Manila, Messrs. W. Assmusen and W. Folan.

Per *Loongsang*, from Manila, Miss M. L. Chaney, Messrs. J. L. Jones, H. Collazan, I. de la Cruz, H. Gower and W. Dennewarke.

Per *Zafiro*, from Manila, Mrs. Brauscomez, Mrs. J. E. Smith, Mrs. A. E. Robbins, Mrs. Sande, Mrs. Crofford, Mr. and Mrs. Wright, Messrs. John Talain, B. B. Harker, A. Macillose, Crofford, Bayne, Magica, Plumming, Katuo Kamp and J. Ossorio.

Per *Oceanien*, from Hongkong, from Marseilles, via Colombo, Mr. and Mrs. de Champeaux, Mr. and Mrs. Seyhers; from Singapore, Rev. Douenel, Mr. Goldamicht, Mrs. Okome and Mrs. Ojusa; from Saigon, Mrs. Washington, Mr. and Mrs. Ludley, Mrs. Matsumi, Messrs. S. Karatosky and Mahamac Aly; for Shanghai, from Marseilles, Mrs. Emerentienne, Mrs. M. de St. Gillec, Mrs. M. Andie, Mrs. M. Prudene, Mr. and Mrs. Lancelot Lamou, Messrs. Spechtgryp, Lechartier and G. B. Sterling; from Singapore, Messrs. Deronzier and Mohamed; from Saigon, Mr. Morvan; for Nagasaki, from Singapore, Mrs. Tomoye; for Hiogo, from Bombay, Messrs. Toshi and Bhat; for Yokohama, from Marseilles, Mr. de Kuberg; from Colombo, Lieut. Rolhe and Mr. E. Teraux; from Port Said, Mr. Flassen Talbart; from Singapore, Mr. Zerner; from Saigon, Mr. Yamaguchi.

Per *Seongleong*, from Rangoon, &c., Mrs. Buchanan and child.

Per *Hangsang*, from Shanghai, &c., Mr. Smith.

Per *Sachsen*, from Yokohama, &c., Mrs. B. Stark, Mrs. K. Stark, Capt. and Mrs. W. H. Sparke, Misses Heidelberg, Schaster and Rosenberg, Messrs. N. A. Siebs, Ziegenspeck, von Bredow, Weber, S. D. Musso, C. Moffat, Rental, G. Friesland, C. Michalan, P. d'Agostini, C. T. Letton, and John Curry.

Per *Glamorganshire*, from London, &c., Messrs. Jenkins, Holliday and Bryant.

Per *Haitan*, from Foochow, &c., Mrs. P. E. O'Brien, and 5 children, Miss Robertsons, Mr. Miller, Revs. Piguan and A. M. Craig.

Per *Kaifong*, from Iloilo, Mr. J. Richmond.

Per *Annan*, from Shanghai, Mrs. Bliaky, Mrs. Baig, and Capt. Rauch; for Copenhagen, Mr. Krann.

Per *Taisang*, from Shanghai, &c., Mr. and Miss Holmes and Mr. Hebden.

Per *Bayern*, from Hongkong, from Southampton, Miss F. L. Coleman and Mr. Robertson; from Genoa, Mr. and Mrs. P. E. Heermann, Misses E. M. Brooks, H. von Bunsen, Johanna Haubenhofer, Messrs. Alb. Huber, D. Cross and L. von Bunsen; for Manila, from Naples, Mr. H. E. McCarty; from Genoa, Mr. Richard C. Harrison; for Shanghai, from Bremen, Mrs. Caroline Gaedicke, Misses Wilh. Gaedicke, Johannes Gaedicke and Carl Gaedicke and Mr. Wilhelm Schwanenflugel; from Southampton, Mrs. Cochrane and children, Mr. and Mrs. Dennis Mullen, Misses R. Elwin, Overden, Fressegh, Kirkland, J. Beckingsale and Sifton, Messrs. J. McMahon and Alfred W. Lee; from Genoa, Mr. and Mrs. Behrens, Mrs. Lina Durr, Mrs. K. S. Stokke, Misses Godson, E. Lazzetti, Aldridge and Simpson, Major D. Kart Reinold, Lieut. S. Otto Gysae, Messrs. Carlo Ancarani, H. Lovett, M. M. de Taddei, D. Beretta, J. E. Meyer and Wm. Steinmetz; from Naples, Messrs. Wilhelm Michels and Fritz Newel; for Nagasaki, from Naples, Mr. and Miss Evington; for Yokohama, from Bremen, Miss Johanna Bleeker, Messrs. Arthur Madlung and Hermann Ecker; from Southampton, Rev. and Mrs. W. Field and children; from Genoa, Messrs. Neikes, K. Pitschke, and P. Stahlen; from Colombo, Mrs. Seys, Consul Max Nessler, and Mr. Seys, jr.

Per *Tamba Maru*, from Shanghai, &c., for Hongkong, Mrs. Craig, Messrs. C. Witmuss, U. Kinoshita and K. Watanabe; for Singapore, Messrs. H. Mellor, T. Ota and T. Tawara; for Marseilles, Mrs. J. D. Hatchison and two children, Master Lay, Messrs. E. Funaoka, G. Kumagaye, S. Tsukahara, S. Konishi K. Yamazaki, R. Kayama, H. Kubo and F. Totsuka; for London, Mr. and Mrs. C. G. Coningham and child, Messrs. F. R. Southern, H. Le Gros, Alex. Clark, F. Standish, T. Okakura and S. Ibaraki.

Per *Haimun*, from Manila, Lieut. Harper, U.S.A.  
 Per *Catherine Apcar*, from Calcutta, &c., Rev. D. W. and Mrs. Zook and infant, Rev. and Mrs. H. Forman, Mr. and Mrs. C. W. Walsh and Capt. Preston.

## DEPARTED.

Per *Guthrie*, for Australia, Misses Newton, Sutton and Molloy, Messrs. H. W. H. Stevens and J. D. Pattison.

Per *Awa Maru*, for Japan, Mr. and Mrs. W. C. Drew and child, Miss Sayer, Master G. Y. Welch, Prof. I. Sakurai, Prof. I. Ijima, Major I. Hatta, Messrs. A. Shito, K. Shida and T. Imai.

Per *Kumano Maru*, for Japan, Mrs. W. E. Hunt, Mrs. Jephson, Mr. and Mrs. S. Levy, Mr. and Mrs. Witby, Misses Witby, Mr. and Mrs. A. J. McGlew, Hon. N. C. Hill and Misses Hill, Mr. F. Mack and Misses Mack, Miss M. Burns, Miss Bertha Kennedy, Miss Fisher, Messrs. J. K. Bindloss, A. J. Rankin, W. B. Elias, G. H. Holley, E. and L. Lucas Toot, A. Faill, M. Sakikawa, Fisher, F. Thompson, Noguchi, A. Hoskins, Matt Smith, H. Hirose, S. Hirato, H. Blum, K. Tokimoto, W. Young, T. Matsuda, Capt. S. Narakara, and Mrs. L. Young.

Per *American Mail*, for Shanghai, Mrs. Marques Souza, Mrs. Chas. W. Braga, Miss Enders, Mrs. Moir Duncan, Mrs. F. W. Barff, Miss J. Howard, Mrs. J. W. Bolles, Miss Brega, Mrs. A. J. Shorroch and child, Mrs. L. Henderson, Lieut. H. S. Moberly, Messrs. Welch, J. W. Bolles, F. T. Gause, J. W. Collsen, W. Welch, W. L. May, Chas. W. Braga, H. Maitland, F. W. Barff, and Master Barff; for Nagasaki, Dr. B. I. Bowie, Capt. Wulff, Messrs. S. M. Officer and B. M. Wilson; for Kobe, Mr.

Paul Forbes; for Yokohama, Mrs. C. W. Kennedy, Mrs. C. P. Territt, Mrs. P. G. Wood, Miss Jane Scudder, Miss Territt, Miss A. Archbold, and Miss Wood; for San Francisco, &c., Mrs. W. M. Swaine, Mrs. F. A. Dale, Misses N. D. Barton, M. E. Guffey, and K. Allen, Rev. and Mrs. A. F. Groesbeck, Rev. and Mrs. H. P. Thornton, Mr. and Mrs. E. P. Andreas, Mr. and Mrs. A. B. Stuart, Major R. W. Johnson, Rev. S. H. Wood, Messrs. E. Koenig, F. G. Thomas, T. W. Hornby, G. Larue, A. C. Hilliar and W. Niggli.

Per *Chusan*, from Hongkong, for Singapore, Major and Mrs. Morris, B.A., and Mr. Haworth; for Bombay, Messrs. Day McBirney, John Stableford and A. K. Dehdashti; for London, Mr. and Mrs. F. W. Fox, Messrs. J. R. Wilson, E. M. Bishop and T. Blair, Lieut. C. E. D. Frelaway, Arm-Sergt. Viggers, A.O.C., and Miss C. Hubbard; from Shanghai, for Calcutta, Sergt. Caldwell; for Melbourne, Mr. T. A. P. Clinton; for Adelaide, Mr. and Mrs. A. G. Nicholls, Mr. and Mrs. Biggs and infant; for London, Mr. and Mrs. McCowan and two children, Miss E. M. Stephens, Messrs. L. P. Solomon and Hallward.

Per *Oriental*, from London, for Yokohama, Mr. and Misses Worrall (3); from Port Said, Mr. and Mrs. Zahm; from London for Shanghai, Messrs. Renison, Shirley; from Gibraltar, Mr. Mackenzie; from Bombay, Dr. Moore; from Singapore, Mr. F. Watson; from Hongkong, Mr. and Mrs. K. Mounsey, Mrs. Reynell and infant, Mrs. Hare and infant, Mrs. Stone, Miss E. C. Parsons, Messrs. A. A. Bakewell, Edward Agassiz, G. Coward, W. Ingham, Luke Bishop, T. O'Hagen, and A. M. Harrison; from London, for Yokohama, Mrs. F. H. Henderson and Mr. G. E. Henderson.

Per *Oceanien*, for Shanghai, Mr. and Mrs. U. T. Wintour, Mrs. Nesta Henderson, Messrs. A. Duncan, L. Nossot, P. J. da Roza, H. Arnold, H. Putemann, I. Bona, J. Baring and Rev. Marie; for Nagasaki, Capt. Jack Sutton; for Kobe, Mr. S. B. Mehta; for Yokohama, Mr. and Mrs. J. H. Jenkinson and Mr. L. Richy.

Per *Rosetta Maru*, for Manila, Mrs. H. Finnick and child, Mrs. C. Aenlle and child, Mrs. H. S. Lameron, Mr. and Mrs. Chusa Colley, Messrs. A. Dancel, J. F. Zahm, H. A. Willard, Thomas H. Ellis, J. E. Wavies, Alex. Filippini, F. A. Meacham, H. R. Macaulay and M. Kidosaki.

Per *Sachsen*, from Hongkong, for Singapore, Mrs. Pauline v. d. Liss, Messrs. Franz Kuhne, C. R. Scott, Herbert Price and H. I. Penting; for Colombo, Dr. Knudsen; for Port Said, Director and Mrs. H. J. Wright; for Naples, Mr. and Mrs. G. E. Turnbull, Misses Clara Turnbull and May Brun, Messrs. E. J. Turnbull and E. Lauro; for Genoa, Mr. and Mrs. E. F. Gros, Mr. and Mrs. Bach, Rev. and Mrs. Baelir and five children; for Southampton, Mrs. Powell Grant and Mr. F. W. Snape; for London, Mrs. E. C. Lewis and three children, Mrs. E. C. Wilks and three children, Mrs. B. Barnswell, Messrs. D. Smillie and W. J. Cameron; for Antwerp, Mr. C. Hansen; for Hamburg, Capt. A. von Riegen, Messrs. Julius Andersen and Fritz Rogge.

Per *Bayern*, from Hongkong, for Shanghai, Mrs. W. G. Bayne, Mr. and Mrs. Benzin, Mr. and Mrs. F. F. da Silva and two children, Prince Ch. Schwassenberg, Messrs. Zeegenspeck, W. G. Bayne, W. Kindall, J. M. Almeida, D. Mesbith, G. H. Bell, M. Stempel, G. J. Hoffmister, Wm. Potts, Matschmann, Weerz, G. Malade, W. Einstman, Nielsen and Tieszel; for Nagasaki, Mrs. Bilbrough; for Yokohama, Mrs. Geissler, Mr. and Mrs. K. Crofford, Messrs. von Geelpen and P. E. G. Gerlings.

Per *Tamba Maru*, for London, &c., Mrs. J. J. Cole and child, Mrs. J. D. Hutchison and two children, Mr. and Mrs. C. G. Coningham and child, Rev. and Mrs. A. M. Craig, Mr. and Mrs. J. Bell, Misses T. Tinsley and Sands Reed, Messrs. H. Mellor, F. B. Southern, Harold Le Gros, Alex. Clark, T. Standish, C. J. Arnold, W. S. Triscott, Emil Roderor, W. Folan, E. Funaoka, T. Gta, T. Tawara, G. Kumagayi, S. Tsukahara, S. Konichi, K. Yamazaki, R. Koyama, H. Kubo, F. Totsuka, Y. Okakura, S. Ibaraki, U. Tanaka, and Master Lay.

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